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# China Mail

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Manager:  
RALPH A. COOPER, Registered Optometrist (Canada)  
F.I.O. (London).

No. 26,028

HONG KONG, THURSDAY, NOVEMBER 15, 1928. PRICE \$3.00 Per Month.

## WRECK OF STEAMER "VESTRIS"

### CAPTAIN LOST

**PATHETIC SCENE AT THE OWNERS' OFFICES**  
**SURVIVORS' STORIES**

New York, Yesterday.  
It was stated at the Lamport and Holt offices that the survivors numbered 218, and that according to the last official estimate there were 328 aboard.

It is now definitely known that Captain Carey was drowned.

### Pathetic Scenes

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### Survivors Arrive

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The steamer "Berlin" arrived with 23 of the survivors. The quays were crowded with weeping relatives.

Alfred Duncan the second steward said that he and Captain Carey were standing on the bridge, and that Carey, when the sea was washing the decks and the "Vestris" rolling on her starboard beam, ordered "women and children first." He then told Duncan to "get a lifebelt and pay no attention to me."

Duncan jumped a minute before the vessel turned turtle and disappeared. He did not see the captain again.

### Japanese Official Drowned

The missing passengers include Major Yoshio Inoue, who was en route to his post in the Japanese Consulate, Buenos Aires (his wife was saved). Earl Evore and Norman Batten, racing motorists. Devore had with him his favourite racer "Nickel Plate," with which he expected to win several victories in South America.

### The Final Moments

Duncan, in an interview, said: "We stood by the railing after all the lifeboats had gone. 'Jump,' said the captain. 'You better jump, Sir,' said Duncan. 'Hell, no, you jump,' replied the captain. I jumped. I think he jumped after me, but I never saw him again."

### 125 More Landed

125 persons who were aboard the "Vestris" were safely landed by the steamer "American Shipper."

"Lensing Badly"  
They relate that the passengers were informed early on Monday morning that the ship was leaking badly, and ordered to don lifebelts. The weather had worsened to a gale of 50 miles an hour and the sea rose until 40 foot waves broke over the ship, which was rapidly water-logging. A bulkhead burst in the engine room and filled the ship. The flooded "Vestris" slowly settled down.

The seas were so savage that Captain Carey was in the frightful dilemma as to whether to order the lifeboats to be launched in consequence of the probability of their capsizing. Therefore he postponed the command until the last moment when the "Vestris" was beginning to take the final plunge. She turned smoothly over on her side and went down by her bow.

### A Boxer

One of the rescued is Harry Fay, the Pittsburgh heavyweight boxer, who was proceeding to Buenos Aires to fight Firpo.

### U.S.S. "Wyoming"

Washington, Yesterday.  
The "Wyoming" has been ordered to continue to search the scene of the wreck until dark and then to proceed to her base in the Hampton Roads.—Reuter's American Service.

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He had returned from a holiday in England on the eve of sailing in the "Vestris." This was to have been his last trip in the "Vestris," which he would have left at Buenos Aires to command Lamport and Holt's flagship "Voltaire."

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## 2ND WELCH REGIMENT ARRIVES

### MARCH IN SHIRTS

**THEIR FAMILIES SAIL FROM SOUTHAMPTON**  
**TROOPING SEASON MOVES**

H.M.'s transport "Somersetshire" arrived here this morning from Shanghai with the 2nd Batt. Welch Regiment on board.

The men of the battalion were taken ashore this morning for a march in shirt-sleeves through Queen's-road, East and the city. The battalion rugby team is playing the Hong Kong Football Club (rugby section) this afternoon at Happy Valley. Then the battalion goes on to Singapore, whence it is being transferred from the Shanghai area of the North China Command.

By a coincidence, the families of the battalion left Home on Tuesday to join the battalion in Malaya. The transport was the "Neurula," which left Southampton. She also has on board the 2nd Batt. South Staffordshire Regiment, without families, bound for Shanghai, and drafts for Hong Kong and other stations.

### 3 Battalions Here

The s.s. "Taming," which has been used to convey troops, arrived at Shanghai yesterday with the remainder of the 1st Batt. the Bedfordshire and Hertfordshire Regiment, the first half (about 400 strong) now being quartered in the Shamshuping hutment. The "Taming" leaves Shanghai to-morrow. Her arrival here will bring the 1st Batt. Beds. and Herts. Regt. to normal strength and thereby give Hong Kong three British infantry battalions—the state of affairs prior to the transfer of the 2nd Batt. Scots Guards to Shanghai a few months ago.

### Naval Movements

H.M.S. "Berwick," one of the new 10,000 tonners, arrived at Kaitum yesterday, from Fusan, on her cruise in Japanese waters.

H.M.S. "Hermes," the aircraft carrier, returned to Hong Kong this morning after exercises outside.

lifebelt, although many were available.

### Plucky Steward

Duncan displayed extraordinary pluck and bravery. He swam about the sea cheering up passengers. He found one lifeboat over-crowded and requested that some of the occupants should swim to a partially filled one.

He continued to swim around before he was picked up rescuing men and women and pushing them into boats.

Lifeboats Smashed  
Survivors freely admit that the women and children received the first thought. Unfortunately, the first two lifeboats with 37 women and 13 children, were about to be lowered, when the ship lurched and the boats crashed like matchwood against the side.

The occupants dropped into the waves and only ten of the women were saved.

Only two boats were successfully launched.

It is alleged there was difficulty with the tackle of several lifeboats, which delayed the lowering. Most of the passengers and crew had flung themselves into the water to swim. Many of the survivors managed to clutch lifeboats which broke loose as she sank.

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The greatest loss of life was among the passengers who were unable to withstand the exposure equally with the crew.

Rescuers tell many stories of the perils and terrible experiences in the lifeboats before being picked up. It is believed that only one married couple survived and these were picked up by different vessels.

Seaworthy  
The official investigation into the circumstances of the foundering will begin to-morrow.

The Department of Commerce has informed Reuter that the "Vestris" underwent complete inspection in drydock at Brooklyn before sailing and a certificate was issued testifying to her seaworthiness and lawful equipment.—Reuter's American Service.

106 Still Missing  
A British wireless message, of yesterday's date says that 106 passengers and crew are still not accounted for, 206 are safe and 16 of the dead have been picked up.

(Continued on Page 14)

## CARVALHO YEO TRIAL FEATURES

### BEGINS ON MONDAY

**MR. POTTER FOR THE CROWN: RARE OCCASION**  
**MR. F. C. JENKIN TO DEFEND**

Considerable interest is being taken in the opening of the November Criminal session, on Monday, as the trial will then begin of Carvalho Yeo, whose aliases are alleged to be Young Tsui-tsim, Chan Man-wai, J. K. d'Almada and Yeung Tak-lee, and who was brought back from Shanghai and Canton.

The Treasury sensation, involving about \$250,000, has caused much speculation. It is not known yet which of the two Supreme Court judges will try the case but it is believed that a special jury will be empanelled.

Mr. Eldon Potter, K.C., is to lead for the Crown. This will be

### MARSHAL, LI CHAI-SUM

Nanking, To-day.  
Marshal Li Chai-sum, Chief of General Staff in the Nationalist Army, is returning to Canton to-day.

It is stated that he will start a disbandment programme as soon as he arrives in Kwangtung.—Reuter.

the first occasion in which he is taking part in a Sessions case since he took silk—and one of the very rare occasions of recent years (extradition proceedings excepted) that he has appeared in a criminal trial.

### How Long Will It Last?

Mr. H. G. Sheldon has also been retained for the prosecution.

Mr. F. C. Jenkin, who watched the proceedings at the Magistracy on behalf of the Hong Kong & Shanghai Banking Corporation, has been instructed by Messrs. Russ & Co. to defend.

Speculation is rife as to how long the trial will last. Some say a fortnight, but others think it will be less.

There are two indictments, one of six counts and the other of two.

### 14 Witnesses

The first indictment comprises three counts for forgery of cheques on the Hong Kong Bank, as follows:

| Date   | Made Out to | Amount      |
|--------|-------------|-------------|
| Jan. 3 | Katz & Co.  | \$85,965.33 |
| Jan. 4 | Min Tak Co. | 78,300.41   |
| Jan. 5 | Man Lee Co. | 92,142.19   |

\$257,407.93.

and three charges of uttering the cheques in question.

The second indictment has two counts, one of falsification of accounts and the other of forgery of a receipt, relating to collection of water revenue at the Treasury.

In the first case there will be twelve witnesses for the Crown, and two in the second. Det. Inspector L. P. Lane is in charge of the Police case.

### STOWAWAYS

**AN AVERAGE OF TEN A MONTH**  
**TWO CONVICTED TO-DAY**

When H.M. Transport "Somersetshire" arrived in harbour this morning, two Russian stowaways were handed over to the local police.

The men, Joseph Alexander Golombevsky (21) and Nicolas Ivanoff (17), were brought before Major C. Willson, O.B.E., at the Central Magistracy.

Sub-Inspector Elston, who prosecuted, told the Magistrate that the defendants were discovered after the troopship had left Shanghai on November 12. They were hidden in a motor boat at the stern of the ship.

After the defendants had admitted the charge, the Inspector said that of an average of ten stowaways arriving in the Colony each month, only two were handed over to the police. He asked that the defendants be sent to prison as an example to others.

The Magistrate passed sentence of one month's hard labour on each defendant.

## CHINA SEAS PIRACY—"HSIN CHI" IS STILL BURNING

### IMPROVING

**OFFICIAL OPINIONS**  
**INCREASED GUNBOATS NOT A CERTAIN CURE**  
**H.K. GOVT. & COMPENSATION**

London, Yesterday.  
In the House of Commons, Mr. G. Locker-Lampson (Under-Secretary for Foreign Affairs), in the course of replying to Sir Robert Thomas (Labour, Anglesey), who asked for information in regard to recent piracy in the China Seas, said it did not seem that evidence of piracy was increasing. Indeed, as compared with previous years, the situation had improved.

Latest arrangements for protection were initiated on Nov. 10 by putting armed Naval guards on British steamers on the Lower and Middle Yangtze River.

It is not clear, Mr. Locker-Lampson continued, that an increased number of gunboats will be a certain cure for the evil; and the Naval Commander-in-Chief had hitherto not recommended the same.

Representations for effective action against pirate lairs were being constantly made to the Chinese authorities at Canton. The Chinese authorities had, on the other hand, stirred up Bias Bay, but this possibly only resulted in the pirates moving to Honghai Bay.

The Hankow authorities were apparently acting energetically.

Govt. & Shipowners  
The Government of Hong Kong had hitherto paid compensation in the case of death or injury to British Mercantile Marine officers as the result of resistance to piratical attack; but now the piracy regulations had been abolished, in accordance with shipowners' wishes, it seems likely the Hong Kong Government will consider that responsibility for such compensation should also devolve on the shipowners.—Reuter.

exception of seven men adrift in a boat.—British Naval Wireless.

Salt Gabelle Launch  
The story of the whole affair is told as follows:

London, Yesterday.  
The Admiralty has made an announcement in connection with the China Merchants Steam Navigation Co.'s s.s. "Hsin Chi," which went aground at Tai Island in a fog on the night of tenth November. The s.s. ("Titarom") stood by and reported she was about to rescue about 200 passengers then on the island.

A Chinese Salt Gabelle launch, with an armed guard on board, arrived the next day and promised that a Chinese gunboat would be sent, and then she left.

The "Hsin Chi" was attacked, looted and burnt by pirates on Nov. 11 and only the bulk remains.

The British destroyer "Serapis" reached the wreck on the morning of Nov. 13.

"Serapis" Waits  
The pirates attempted to escape in two junks and some small fishing craft. The junks, with loot, and some pirates, were captured.

"Serapis" has been ordered to hand over the junks and prisoners to the Chinese gunboat if she arrives by Nov. 14. Failing this, "Serapis" is to tow the junks to Foochow and hand them over to Chinese authorities there, through the British Consul.

No British subjects or property are involved.—British Wireless Service.

"GENERAL" BOOTH  
SALVATION ARMY LEADER SLIGHTLY BETTER

NERVOUS PROSTRATION  
London, Yesterday.  
General Booth is slightly better, but his condition is still very serious. He is suffering from nervous prostration.—Reuter.

ARMY PLANE  
SIX AVIATORS KILLED IN TEXAS

San Antonio, Texas, Yesterday.  
Six Army airmen have been killed in an accident in a big transport plane.—Reuter's America Service.

STOCK EXCHANGE SEAT  
New York, Yesterday.  
A seat on the curb market in the New York Stock Exchange has been sold for \$150,000, which is a record price.—Reuter's American Service.

decide when he comes back. Meanwhile I have insisted on my friend proving his case so that it cannot be said that I consented to the judgment."

Mr. Hodgson laid emphasis on the reply of plaintiff, under cross-examination, that he had no business dealings with defendant.

Judgment for plaintiff for the claim and costs was given.

TO-DAY'S DOLLAR  
The closing rate of the dollar on demand, to-day was 2/0 5/16.

## JAPAN'S CORONATION CEREMONIES

### QUAINT SCENES

**HISTORIC RITES TAKE PLACE AT KYOTO**  
**THE EMPEROR'S VIGIL**

Kyoto, To-day.  
Last night were enacted scenes such as could be witnessed in no country in the world other than Japan, and only once in a generation even there. In the dead of night, alone except for the service of two female attendants, the Emperor, as the High Priest of the Japanese nation, performed solemn rites that had their origin in the very beginnings of Japanese history, rites so old that the very reasons for their performance have long since been forgotten.

For several days previously, His Imperial Majesty had been preparing himself for this solemn all-night vigil with the Invisible Presence by prayer and purification. On the night before last, he performed the sacred rites known as Chinkonsai, or Spirit Pacification Ceremony, the primary object of which was to tranquillise his spirit and co-ordinate diverse psychological elements within himself preparatory to entering into communion with the gods.

Of the Remote Past  
For the purpose of last night's solemn rites two small buildings of the most primitive architecture and of exactly the same design, known as the Yuki Den and Suki Den respectively had been erected. In form and size each was a reproduction of a Japanese dwelling of the remote past and, standing as they did on piles, seemed to bear silent witness to the Malayan origin of the Japanese people. Each was made of uplaid wood and was thatched with reeds. The pine timbers which served as pillars were unworked. Coarse matting formed the walls and ceilings, and no nails or metal of any kind were used in their construction. The floors were covered with soft grass, over which were spread mats. Equally simple structures and covered galleries stood near by for the accommodation of the Empress and members of the Imperial Family, as well as for the Ministers of State and other high functionaries. All these plain but dignified structures were but temporary and had been improvised solely for this one great event. To add to the impressiveness of the scene all was in darkness, except for the weird flickering light shed by torches and watch fires, and silence brooded over all.

Nor was it only in the form and construction of these simple edifices that the Japan of the distant past was seen. In the furnishings and in the various ceremonial utensils appearing in these solemn rites there were revealed the materials of everyday Japanese life, not of a few centuries ago but of remoter ages that must be reckoned by at least 2,000 years. Even the Throne, if throne it could be called, was no more than a rough couch of straw matting. So hallowed were these objects by time and so sacred were they by virtue of their association with the emperors and gods of the distant past that an atmosphere of mystery and awe seemed to surround their very presence.

A Solemn Setting  
In their details, the ceremonies enacted in this solemn setting partook of the nature of a primitive harvest festival, with which were merged survivals of the original Japanese Enthronement rites. They were, moreover, the culmination of months of elaborate preparation and ritual designed to ensure absolute purification, both spiritual and material. The Grand Master of Ceremonies, walking one on either side of the Emperor, led him to the Yuki Den and, after reading a prayer, took up his position, in company with two torch bearers, near the northern entrance, there to await the arrival of the Emperor.

Then followed one of the most impressive sights of the whole ceremony, the progress of the Emperor to the Ablution Hall to the Yuki Den. Leading the solemn procession came the Minister of the Imperial Household and the Grand Master of Ceremonies, walking one on either side of the Emperor. Behind them came ritualists bearing flaming torches shedding a weird flickering light on all around. Following them came two more ritualists, one bearing the Sacred Sword, the other the Sacred Jewels.

Barefooted Emperor  
Then came the Emperor himself, barefooted and clad in his ceremonial robes of pure white silk, holding in his right hand the central path of the corridor down which he walked, as he advanced, a mat of rushes was unrolled service of communion with the gods had been grown and har-

## BRITAIN & CHINA'S GOVERNMENT

### NEW TREATY

**NEGOTIATIONS NOW BEING CONDUCTED**  
**STATEMENT IN COMMONS**

London, Yesterday.  
Questioned whether and when the Government proposes to recognise the National Government of China, Mr. Locker Lampson, (Under-Secretary for Foreign Affairs) replied that a tariff treaty with China was now being negotiated, and he hoped for an early and successful issue, which automatically would result in the recognition of Chinese National Government. The negotiations had not yet reached a stage to permit of a definite statement as to when the Treaty would be published.—Reuter.

vested, to the accompaniment of Shinto ceremonies, in fields selected by a process of divination.

Between Lines of Troops  
Late yesterday afternoon the Emperor set out from the Imperial Palace and passed in state procession between lines of troops guarding the approach to the Tongu, a temporary palace where he was joined by the Empress and members of the Imperial Family.

Guards of honour, dressed in ceremonial robes that reproduced in elaborate detail of form and colour the costumes of old Japan, took their places soon after at the four gateways of the inner enclosure where the ceremony was to take place, while others took up their stand at other gates.

Following this, the invited guests began to arrive and were conducted to two outer places of attendance, while court ritualists busied themselves putting the finishing touches to the Yuki Den and Suki Den, the two brush-wood structures wherein the Emperor was to pass the night in prayer and communion with the gods.

By this time night had descended on the ancient city of Kyoto, and watch fires were kindled at the four gates, while lanterns were lit within the two simple edifices.

All being now ready, the Emperor proceeded to the Kairyu Den, a building set aside for his ablution and purification prior to his solemn midnight vigil. Wearing a simple garment of hemp, he entered a square-shaped bath of primitive construction and, having completed his ablutions, donned ceremonial robes of pure white silk. Final hand-cleansing rites having been administered, a court ritualist handed him his royal baton, and thus were completed all the high and ancient preparatory Shinto rites enabling him to enter as High Priest of the nation into communion with the gods.

The Empress having undergone similar purification, ancient music was played by court musicians while ritualists began to cook the offerings to be presented by the Emperor to the gods, and female attendants went through the motions of pounding rice.

Forms of Procedure  
While these and other forms of procedure were taking place, the Chief Ritualist entered the outer chamber of the Yuki Den and, after reading a prayer, took up his position, in company with two torch bearers, near the northern entrance, there to await the arrival of the Emperor.

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FOR NEW YORK AND BOSTON via SUEZ.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIFTE (FIUME).  
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.

## REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE \$72.10.0  
LONDON \$30.0.0.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.  
From Hong Kong.

M.V. ROMOLO .....Sails hence on or before 6th Dec.  
S.S. "VERNEZIA" .....Sails hence on or before 3rd Jan.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.  
From Hong Kong.

M.V. "VIMINALE" .....Sails hence on or about 15th Nov.  
M.V. "ESQUILINO" .....Sails hence on or about 11th Dec.  
M.V. "ROMOLO" .....Sails hence on or about 8th Jan.

## NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO  
SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" .....Sails from Calcutta on 20th Nov.  
Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES.  
\$120, \$112, \$110, \$102, \$83, via San Francisco.  
\$3440, \$3420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
SHINYO MARU .....Tuesday, 27th November.  
SIBERIA MARU .....Tuesday, 11th December.  
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via  
Singapore, Penang, Colombo, Suez.  
HARUNA MARU .....Saturday, 17th November.  
KITANO MARU .....Saturday, 1st December.  
SYDNEY & MELBOURNE via Manila & Ports.  
MISHIMA MARU (Calle Zamboanga) Wednesday, 21st November.  
TANGO MARU .....Wednesday, 19th December.  
COMBAY via Singapore, Penang, & Colombo.  
+ FUKU MARU .....Tuesday, 27th November.  
+ TOMIURA MARU .....Sunday, 3rd December.  
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,  
Mexico & Panama.  
GINYO MARU .....Tuesday, 18th December.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.  
WAKASA MARU .....Sunday, 9th December.  
NEW YORK AND BOSTON via PANAMA.  
+ TSUYAMA MARU .....Monday, 26th November.  
+ ASUKA MARU .....Saturday, 8th December.  
LIVERPOOL via Port Said, Geneva, Marseilles.  
+ TOYOOKA MARU .....Wednesday, 21st November.  
+ DAKAR MARU .....Friday, 21st December.  
CALCUTTA via Singapore, Penang & Rangoon.  
+ PENANG MARU .....Sunday, 18th November.  
+ AKITA MARU .....Saturday, 1st December.  
SHANGHAI, KOBE & YOKOHAMA.  
KAMAKURA MARU (Kobe direct) Tuesday, 20th November.  
+ NAGATO MARU (Moji direct) Tuesday, 20th November.  
+ DURBAN MARU .....Wednesday, 21st November.  
ATSUTA MARU .....Tuesday, 27th November.

+Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore  
Colombo, Suez and Port Said.  
ANDES MARU .....Monday, 10th December.  
DE JANDRO, SANTOS & BURGOS AIRS—Via Saigon, Singapore,  
Colombo, Durban & Cape Town.  
SANTOS MARU .....Friday, 23rd November.  
COMBAY—Via Singapore & Colombo.  
SUMATRA MARU .....Wednesday, 21st November.  
CELEBES MARU (Calls at Karachi) Tuesday, 4th December.  
DURBAN, DELAGOA BAY, BEIRA, PORT-ES-SAÛL, AM, ZANZIBAR AND  
MOMBASA—Via Singapore and Colombo.  
CANADA MARU .....Saturday, 1st December.  
CALCUTTA—Via Singapore, Penang & Rangoon.  
KASADO MARU .....Sunday, 18th November.  
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai &  
Japan ports.  
ARABIA MARU .....Tuesday, 18th November.  
MELBOURNE—Via Manila, Brisbane & Sydney.  
MADRAS MARU .....Thursday, 6th December.  
BANGKOK—Via Saigon.  
HAI PHONG—Via Hanoi.  
MENADO MARU .....Thursday, 22nd November 10 a.m.  
NEW YORK via Japan ports, San Francisco & Panama.  
HAGUE MARU .....Monday, 10th November.  
JAPAN PORTS.  
ALTAI MARU .....Sunday, 18th November.  
TACOMA MARU .....Saturday, 24th November.  
SANUKI MARU .....Tuesday, 27th November.  
KEELUNG—Via SWATOW & AMOY.  
TAKAO—Via SWATOW & AMOY.  
DELI MARU .....Thursday, 15th November 10 a.m.  
TARAO & KEELUNG.  
SANUKI MARU .....Tuesday, 27th November.  
For further particulars please apply to—OSAKA SHOSHEN KAISHA.  
Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

SHIPPING  
SECTION.

## MET A STORM?

"WOODLARK'S" TRIP DOWN  
TO HONG KONG

MADE ONLY THREE KNOTS

Shanghai, Yesterday.  
Anxiety is felt here for the  
safety of the former H.M.S.  
"Woodlark," now named the  
"Cassius," which left for Hong  
Kong on Nov. 6.

She spoke the s.s. "Sinking,"  
proceeding northward to Wen-  
chow on Nov. 10, when experienc-  
ing rough weather and making  
only three knots.

The master, captain "W. C. H.  
Knight," asked to be reported to  
H.M. Consul at Shanghai, and  
added that he intended putting  
into Wenchow for better coal.

Since then, there has been no  
news of the ship. Captain Knight,  
apart from one Lettish officer, is  
the only foreigner aboard.

Not a Good "Risk"

The "Woodlark" has been for  
thirty-one years a shallow-draft  
gunboat on the Yangtze, and was  
recently sold for service on the  
West River at Canton. She was  
shored up here for the journey  
southward, but found the great-  
est difficulty in getting insured a  
Chinese company eventually un-  
dertaking the risk at ten per cent.

Mrs. Knight states that she re-  
ceived a cable from her husband  
from Wenchow on Nov. 11, stat-  
ing that he was bunkering there.  
There has been no word since. It  
is known that bad weather broke  
along the South China coast on  
Nov. 12.—Reuter.

## B.O.T. CHANGES

LIVERPOOL APPOINTMENTS

We are officially informed that a  
number of important changes are  
about to take place in the com-  
position of the Board of Trade  
Surveyors' staff at Liverpool,  
says the "Journal of Com-  
merce" to hand. Mr. E. E.  
Lewis (senior ship surveyor)  
has retired from the service and  
has been succeeded by Mr. C. E.  
Rawbone, who has been trans-  
ferred from Barrow and promoted to  
the position of senior ship sur-  
veyor. Mr. P. Manson, who has  
had 17 years' experience in Glas-  
gow, has been appointed senior en-  
gineer surveyor at Liverpool, while  
Mr. J. Thompson has been promoted  
to the rank of senior surveyor, and  
is being transferred from Liverpool  
to West Hartlepool.

Mr. Thompson, after serving his  
apprenticeship, sailed for a num-  
ber of years with the Union-  
Castle Line out of Southampton,  
where he obtained his Board of  
Trade certificates, including the  
extra first-class. He joined the  
Board's service in December, 1910,  
and has held the position of en-  
gineer and ship surveyor in Liver-  
pool for a number of years. He  
has been engaged in surveying  
vessels and machinery at Messrs.  
Cammell Laird and Co.'s shipyard  
and other shipyards in the districts  
and when he goes to West Hartle-  
pool he will take up the position  
of senior engineer surveyor.

Mr. C. H. Haller, who has been  
one of the Board's engineer sur-  
veyors in Liverpool for the past  
19 years, is transferring to Ply-  
mouth on October 17, and the  
vacancy thus created in Liverpool  
will be filled by the transference  
from Plymouth of Mr. W. Dowson.  
Mr. Haller commenced his career  
in 1894, and served his apprentice-  
ship with Messrs. Amos and Smith,  
of Hull, as an articled pupil. He  
then had five years' sea service  
with Messrs. Wilson, Son & Co.,  
of Hull, during which time he ob-  
tained his extra first-class certi-  
ficate. After serving as a journey-  
man draughtsman for about 18  
months Mr. Haller was appointed  
to Liverpool for ship survey work  
in May, 1909. Among the ships  
which he has specially had under  
control as surveyor have been those  
of the Cunard Line and the Lon-  
don Midland and Scottish Railway  
vessels running out of Holyhead.  
During the war Mr. Haller was  
lent by the Board of Trade to the  
Ministry of Munitions, and for  
over two years was stationed at  
Glasgow and Manchester. On his  
return to the Board of Trade Mr.  
Haller was again located in Liver-  
pool.

Mr. Stuart Hogg and Mr. W. R.  
Wallace have also joined the  
Liverpool staff of the Board of  
Trade, both of whom have well  
qualified themselves for these offi-  
cial positions. Mr. Wallace served  
his apprenticeship to engineering

## EXPERT OPINION

BRITISH MOTOR SHIPBUILDING  
COSTS

"FAR IN EXCESS"

It is probable that one reason  
why Norwegian owners have come  
to Britain for motor ships is  
that, as noted elsewhere, Swedish  
yards are so fully occupied that they  
cannot give early deliveries, and  
this applies to some extent in Den-  
mark. Possibly, also, prices have  
risen somewhat in those countries,  
but there still appears to be a dis-  
parity in shipbuilding costs be-  
tween Great Britain and other  
countries.

We referred this matter, states  
"The Motor Ship" to Messrs. Wil-  
helm Wilhelmsen, who during the  
past seven years have ordered 32  
motor ships in five different coun-  
tries, but none in England. Our  
friends inform us that whenever  
contracting for new vessels they  
have inquired from prominent  
British builders what prices they

would be able to quote, but the  
figures have always been "far in  
excess of what we have been able  
to do with Continental yards."

This was the state of affairs up to  
a few months ago, when quotations  
for the last orders were obtained.  
Messrs. Wilhelm Wilhelmsen add  
that, although well satisfied with  
the ships delivered from the Con-  
tinental yards, they would very  
much like again to come to British  
builders, owing to the firm's old  
connections with many of these, and  
when again in the market they will  
investigate prices in England.

Possibly the fact that Norwegian  
and Swedish owners have contracted  
for several vessels in Britain  
during the past month may signify  
that the difference in prices is com-  
ing down, which would be highly  
satisfactory from the standpoint of  
the British builder.

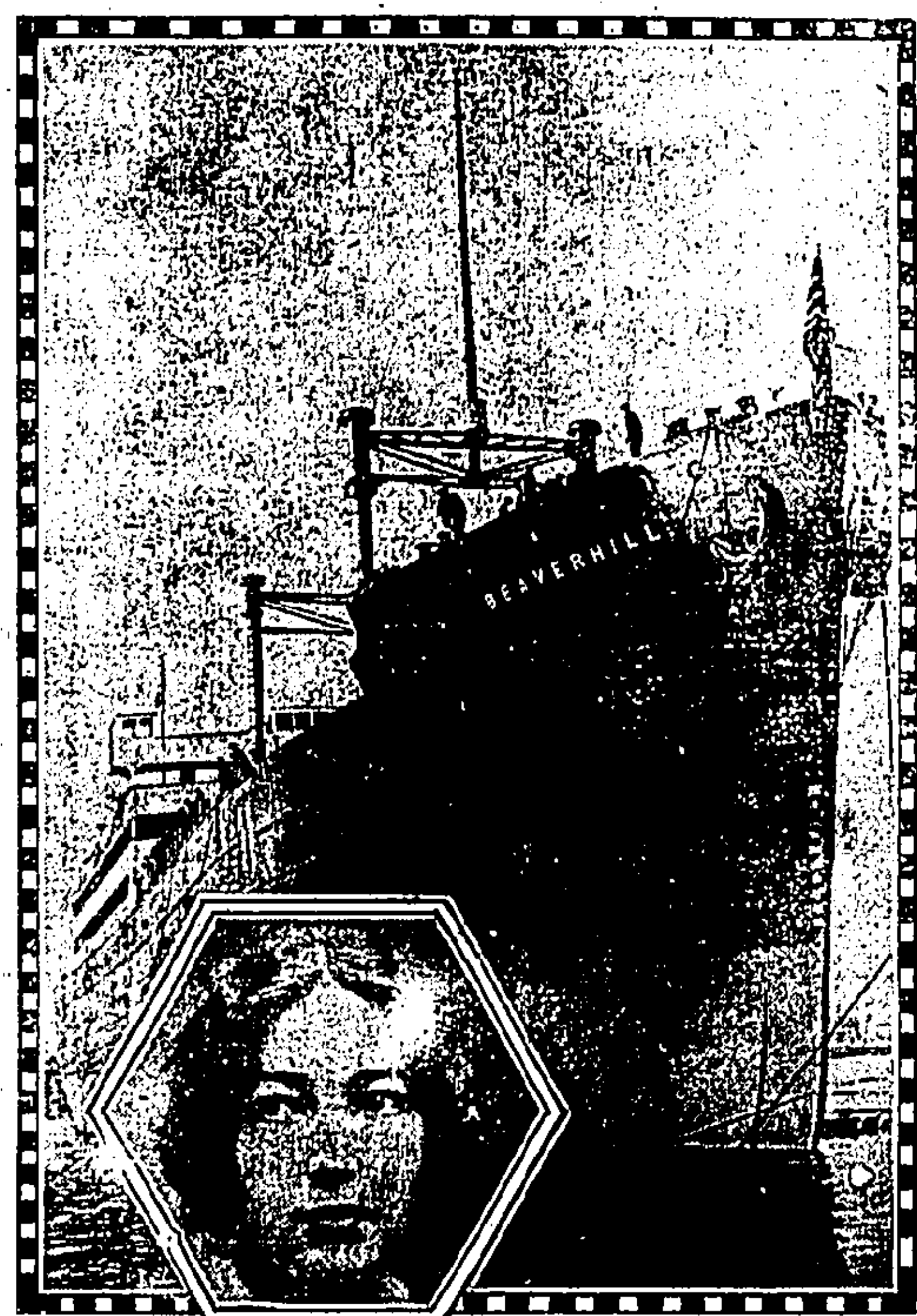
## U.S. SHIPPING

TRANSFORMING STEAMERS TO  
MOTOR VESSELS

The United States Shipping Board  
has authorized the expenditure of  
the remaining \$10,000,000 in the  
Conversion Fund for transforming  
steamers into motor ships.

Ten vessels are to be converted,  
and experiments will be made to  
ascertain whether the speed can be  
increased two knots.

## Express Cargo Steamers For C. P. R.



The fourth of the five 10,000 ton cargo steamers under construction in the  
Old Country for the Atlantic service of the Canadian Pacific was launched  
recently from the yards of Messrs. Barclay, Curle and Co., Glasgow. With  
appropriate ceremonies and in the presence of a large gathering of Canadian  
Pacific Officials, the new ship was christened the "Beaverhill" by Miss Mavis  
Gillies, (niece) daughter of Captain James Gillies, general manager of the  
Canadian Pacific Steamships Ltd.

When these new steamers are delivered, the Canadian Pacific cargo  
fleet will be augmented by five of the highest type of express cargo steamers  
and capable of maintaining a speed of 14 knots an hour, which is regarded as  
exceptional for cargo steamers. The marked growth of ocean trade between  
Great Britain and Canada via the St. Lawrence route, has prompted the  
Canadian Pacific to augment their freight service to this extent. These vessels  
will be used to maintain a weekly service between Canadian ports and those in  
Great Britain and on the Continent.

The new freighter, like her sister ships the Beaverburn, Beaverdale,  
Beaverford and Beaverbrae, is 520 feet in length 61 and a half feet in width  
with a deadweight carrying capacity of approximately 10,000 tons and a  
draft of 27 feet; but should a need arise as much as 18,000 tons may be carried  
on the maximum load draft. The ships will be driven by twin screw.

## RECENT WILL

Commodore Sir James Thomas  
Walter Charles, K.B.E., C.B.,  
R.N.R., commander of the "Aqui-  
tania," left property of the value of  
£21,403 (net personally £19,083).  
He gives £500 and the income from  
the residue of the property to his  
wife for life, and on her death,  
£2,000 is to go as she may appoint.  
The remainder is to be held in  
trust to pay the income thereof to  
his brother and sisters, and on the  
death of the survivor of them the  
capital is to be divided between  
the Liverpool Seamen's Orphanage  
and the National Lifeboat Institu-  
tion.

## CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "City  
of Perth" are reminded to take  
delivery of their goods which will  
be subject to rent after Nov. 20.

with the Union-Castle Steamship  
Co., and subsequently had about  
nine years' service in the Clan  
Line. He has also been engineer  
surveyor for an insurance com-  
pany. Mr. Hogg served his ap-  
prenticeship with the "Fairfield  
Shipbuilding and Engineering Co.,  
and then was at sea in ships of  
the Glen Line for six years, sub-  
sequently being efficiency engineer  
of the London Electric Supply Cor-  
poration. Both these gentlemen  
are taking up their first appoint-  
ments with the Board of Trade.

## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.  
TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

## SAILINGS 1928-1929.

| STEAMERS           | Leave Hong Kong | Leave Shanghai | Leave Kobe | Leave Yokohama | Arrive Vancouver |
|--------------------|-----------------|----------------|------------|----------------|------------------|
| EMPERESS OF FRANCE | Nov. 28         | Dec. 1         | Dec. 4     | Dec. 6         | Dec. 15          |
| EMPERESS OF RUSSIA | Jan. 9          | Jan. 12        | Jan. 15    | Jan. 17        | Jan. 26          |
| EMPERESS OF ASIA   | Jan. 23         | Jan. 25        | Jan. 28    | Jan. 31        | Feb. 9           |
| EMPERESS OF FRANCE | Feb. 13         | Feb. 16        | Feb. 19    | Feb. 21        | Mar. 2           |
| EMPERESS OF RUSSIA | Mar. 6          | Mar. 9         | Mar. 12    | Mar. 14        | Mar. 23          |
| EMPERESS OF ASIA   | Mar. 20         | Mar. 23        | Mar. 26    | Mar. 28        | Apr. 6           |
| EMPERESS OF FRANCE | Apr. 10         | Apr. 13        | Apr. 16    | Apr. 18        | Apr. 27          |
| EMPERESS OF RUSSIA | May 1           | May 4          | May 7      | May 9          | May 18           |
| EMPERESS OF ASIA   | May 15          | May 18         | May 21     | May 23         | June 1           |
| EMPERESS OF FRANCE | June 5          | June 8         | June 11    | June 13        | June 22          |
| EMPERESS OF RUSSIA | June 25         | June 28        | July 1     | July 4         | July 13          |

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg

## HOME FOR THE HOLIDAYS.

"EMPERESS OF CANADA"

via SINGAPORE-COLOMBO-PORT SAID.

|                 |             |                  |             |
|-----------------|-------------|------------------|-------------|
| Leave Hong Kong | November 28 | Arrive Singapore | December 2  |
| Leave Singapore | December 3  | Arrive Port Said | December 16 |
| Leave Port Said | December 10 | Arrive Plymouth  | December 23 |

## HONG KONG-MANILA SERVICE.

|                 |             |                  |             |
|-----------------|-------------|------------------|-------------|
| Leave Hong Kong | November 21 | Arrive Manila    | November 23 |
| Leave Manila    | November 23 | Arrive Hong Kong | November 25 |
| Leave Hong Kong | December 21 | Arrive Manila    | December 23 |
| Leave Manila    | December 23 | Arrive Hong Kong | December 25 |

## CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752 Cables: "GACANPAC."  
Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

## BRITISH WUCHOW LINE

NOVEMBER SAILINGS.

DEPARTURE HOURS:  
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.  
S.S. "TAI HING"  
[1,068 tons—Capt. O. B. Wilks.]  
NOVEMBER.  
MON. 19th FRI. 30th  
SUN. 25th

When they pass the Shiuhing Gorge,  
the American travellers say "Well, we  
guess this beats the Hudson River,  
our show place." Continental visitors  
remark that it reminds them of the  
"Rhine and Switzerland." Whilst  
British tourists declare "Surely, the  
Lake district or the Scottish moors,  
but with a little less vegetation."  
Now why not take a five-days' round  
trip and see for yourself. It costs you  
only \$40.

S.S. "TAI MING"  
[640 tons—Capt. G. J. Spink.]  
NOVEMBER.  
SAT. 17th TUES. 27th  
THURS. 22nd  
For information apply to  
**KWONG WING Co., Ltd.**  
87, Connaught Road West,  
Phone: Central 893.

American Express  
Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the  
fullest protection against the loss or theft of their travel  
funds. They are spendable and acceptable everywhere.  
For more than 36 years travellers the world over have  
found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and  
£5 and £10 denominations—bound in a small  
handy wallet—and cost only 1/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and  
itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO., INC.

4, DES VOEUX ROAD CENTRAL,  
Hong Kong.

## BANK LINE LTD.

AGENTS FOR

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM &amp; CONTINENT ..... ELLERMAN LINE

S.S. "CITY OF MOBILE" ... London, Rotterdam &amp; Hamburg ..... 9th December.

S.S. "CITY OF LAHORE" ... London, Rotterdam &amp; Hamburg ..... 9th January.

\* Passenger Steamer—Fares to London—1st Class £80, 2nd Class £55.

BOSTON, NEW YORK &amp; BALTIMORE ..... AMERICAN &amp; MANCHURIAN LINE

S.S. "CITY OF PERTH" ..... via Suez Canal ..... 27th November.

S.S. "CITY OF CHESTER" ..... via Suez Canal ..... 27th December.

ALSO AGENTS FOR

ANDREW WEIR &amp; CO.

SERVICES TO

BOSTON &amp; NEW YORK ..... AMERICAN &amp; ORIENTAL LINE

S.S. "CEDARBANK" ..... 25th November.

S.S. "FORREBANK" ..... 5th January.

MAURITIUS &amp; SOUTH AFRICA ..... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ..... 1st December.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),  
Mossel Bay and Capetown.Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Amalia, Mozambique, Chinde,  
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and  
Madagascar.

For freight or passage on any of the above lines apply to:-

Telephone ..... Central 4791.

THE BANK LINE, LTD.



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.

## TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

| S. S.    | Tons   | From      | Destination                                                |
|----------|--------|-----------|------------------------------------------------------------|
| *KHYBER  | 9,114  | 24th Nov. | Marseilles, London & Hull.                                 |
| KARMAIA  | 9,128  | 1st Dec.  | Marseilles & London.                                       |
| *JEYPORE | 9,318  | 6th Dec.  | Marseilles, London, Hull, Antwerp,<br>Rotterdam & Hamburg. |
| MALWA    | 10,946 | 8th Dec.  | Bombay, Marseilles & London.                               |
| KASHMIR  | 8,985  | 15th Dec. | Marseilles & London.                                       |
| NALDERA  | 10,088 | 22nd Dec. | Bombay, Marseilles & London.                               |

\*Cargo only. \*Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

|         |        |           |                               |
|---------|--------|-----------|-------------------------------|
| TILAWA  | 10,006 | 28th Nov. | Singapore, Penang & Calcutta. |
| TAKADA  | 6,949  | 11th Dec. | Singapore, Penang & Calcutta. |
| TALAMBA | 8,018  | 22nd Dec. | Singapore, Penang & Calcutta. |
| TALMA   | 10,000 | 1st Jan.  | Singapore, Penang & Calcutta. |
| TAKLIWA | 7,930  | 12th Jan. | Singapore, Penang & Calcutta. |
| SANTHA  | 7,754  | 17th Jan. | Singapore, Penang & Calcutta. |
| TILAWA  | 10,006 | 31st Jan. | Singapore, Penang & Calcutta. |

B.I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South).

|            |       |           |                                    |
|------------|-------|-----------|------------------------------------|
| *TANDA     | 6,956 | 30th Nov. | Manila, Sandakan, Thursday Island, |
| ST. ALBANS | 4,500 | 28th Dec. |                                    |
| ARAFURA    | 6,000 | 1st Feb.  | Townsville, Brisbane, Sydney &     |
| TANDA      | 6,956 | 1st Mar.  | Melbourne.                         |

\*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to  
Australia.  
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,  
Kolumban, Tawao, Timor, Darwin, or other ports en route as inducement  
offers.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN.

|             |        |           |                                     |
|-------------|--------|-----------|-------------------------------------|
| *TREWELLARD | —      | 17th Nov. | Moji, Kobe & Osaka.                 |
| TAKADA      | 6,949  | 19th Nov. | Amoy, Moji, Kobe & Osaka.           |
| TRELAWAY    | 10,088 | 21st Nov. | Shanghai, Moji, Kobe & Yokohama.    |
| NALDERA     | 10,088 | 23rd Nov. | Shanghai, Moji, Kobe & Yokohama.    |
| TALAMBA     | 8,018  | 27th Nov. | Amoy, Moji, Kobe, Yokohama & Osaka. |
| ST. ALBANS  | 4,500  | 4th Dec.  | Moji, Kobe, Osaka & Yokohama.       |
| MANTUA      | 10,946 | 7th Dec.  | Shanghai, Moji, Kobe & Yokohama.    |
| *TRESILLIAN | —      | 7th Dec.  | Shanghai, Moji, Kobe & Yokohama.    |
| TALMA       | 10,000 | 9th Dec.  | Amoy, Shanghai, Moji, Kobe & Osaka. |

\*Cargo only.

All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.  
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passages, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**

P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

## BOSTON, NEW YORK & BALTIMORE. JOINT SERVICE OF THE

### "BLUE FUNNEL" LINE.

4 OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

### AND AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

### SAILINGS FROM HONG KONG.

S.S. PYREHUS ..... Via Suez Canal 18th November.  
S.S. "CITY OF PERTH" ..... Via Suez Canal 27th November.  
S.S. "CITY OF CHESTER" ..... Via Suez Canal 27th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.  
Subject to change without notice.

For Freight and particulars apply to—  
**BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.**  
Hong Kong & Canton: JARDINE, MATHYSON & CO., LTD., Canton.

## PASSENGER LISTS.

### ARRIVALS.

Passengers arrived from United Kingdom by the a.s. "Hector" on Nov. 12 were:—  
Mrs. M. S. P. Bethell and Infant, Mr. P. Bethell, Mr. H. Bethell, Mrs. Tupper Carey, Mr. H. L. Carson, Mr. D. Cochrane, Mr. D. S. Fitzgerald, Mr. W. P. Finch, Mr. & Mrs. H. S. Gordon, Miss Gordon, Mrs. Hale & two Children, Mr. J. W. Howells, Miss K. Hunter, Miss I. Ingham, Mr. & Mrs. H. C. Iverson, Miss L. M. Johnson, Mr. Thornley Jones, Mr. & Mrs. J. Mowbray Jones, Mr. J. T. Laing, Mr. & Mrs. H. C. Millett & Infant, Mrs. M. K. More, Mrs. Monie & Child, Mrs. A. Moutrie, Mrs. Morrison & two Children, Mr. & Mrs. W. J. Roberts, Mr. W. Scott, Mr. & Mrs. J. G. Meyer, Mr. G. Parker, Mrs. O. Waters, Mr. G. H. Wilson, Mrs. Wilson, Mr. & Mrs. Watkins, Mr. T. Pottinger, Mr. W. E. Natmouth, Mrs. E. R. Allan & two Children, Mrs. Collett & Infant, Miss A. Carew, Dr. Mrs. Craddock & two Children, Mrs. Forrester, Mrs. Frost, Miss Frost, Mr. W. R. Forde, Mr. & Mrs. Hutchison & two Children, Mr. & Mrs. Jackson, Mr. A. Kennan, Mrs. Lancaster, Mr. W. O. Lancaster, Mr. Lenders, Mr. & Mrs. McIure & Infant, Mr. G. Meadows, Mr. & Mrs. & Miss Moodie, Mr. H. F. Newton, Mrs. Pottinger, & Infant, Mr. C. M. Pronk, Mrs. Sherdian & two Children, Mrs. Morton Smith & three Children, Mrs. H. Springfield, Mr. & Mrs. Stringer & Child, Miss M. I. Stroud, Mr. W. A. G. Price, Mr. R. L. Wyllie.

### DEPARTURES.

Per s.s. "Katori Maru" for Japan via Shanghai on Nov. 12 were:—  
Mr. D. W. Korce, Mr. H. Ore, Mr. T. Kawa, Mr. and Mrs. C. E. Jones, Lieut. M. Botti, Miss E. A. Davis, Mr. T. A. Harris, Mrs. E. M. Harris, Mr. J. S. Hay, Mrs. J. S. Hay, Miss E. A. Mauchan, Mr. A. Parr, Mrs. M. E. Parr, Master D. A. Parr, Capt. G. Pini, Miss P. E. Wilkinson, Mrs. I. D. Wilson, Mr. B. B. Boddy, Mrs. E. A. Boddy, Master B. H. Boddy, Mr. S. M. Butter, Mrs. S. M. Butter, Mr. R. S. Dalgetty, Mrs. H. W. Dalgetty, Mr. G. Dalling, Mr. F. W. Sheppard, Mr. R. Smith, Mrs. S. Beardsley, Mr. T. Kozumi, Mr. J. M. T. Moresby, Mr. S. Ohara, Mr. M. Tanaka, Mrs. Y. Tanaka, Miss K. Tanaka, Mr. B. I. Chambers, Mrs. E. Chambers, Mr. C. W. Johns, Mr. S. Kikao, Mr. S. Okamoto, Master Y. Matsudaira, Miss V. J. Myers, Mr. S. Nakamura, Mr. F. Ninomiya, Mrs. K. Ninomiya, Master T. Ninomiya, Mr. Y. Ohnishi, Mr. I. Okuda, Mr. K. Okugawa, Col. T. Sakurai, Mr. K. Sangu, Mr. S. Satoh, Lieut.-Comdr. R. Soma, Mrs. A. I. Stephens, Miss E. I. Stephens, Mr. F. Yamanka, Mrs. K. Yamanka, Master S. Yamanka, Miss K. Yamanka, Miss T. Yamanka, Mr. R. Fujii, Mr. M. Fujii, Mr. E. V. Gatenby, Mrs. E. V. Gatenby, Miss E. George, Mr. S. Kamiya, Mr. K. Miyazawa, Mr. S. Rijhmal.

Per s.s. "Korea Maru" for San Francisco via Ports on Nov. 13 were:—

Right Rev. Bishop Fourquet, Miss J. G. Brown, Mr. S. H. Whitaker, Mr. H. Murayama, Mrs. L. M. da Silva, Mr. Wong Wan-sut, Mrs. T. Chiba, Mr. W. Lawson, Mr. Edward Lesur, Mrs. E. Stewart, Miss Essie Smith, Mr. L. W. Park, Mr. W. A. Hohlweg, Mr. P. D. Anderson, Miss N. W. Lockton, Mrs. Josefa Acutanza, Mr. Yung Hok-po, Mr. Wong Kwai-san, Mrs. Leung Chokwan.

### MOVEMENTS OF STEAMERS

The B. I. s.s. "Takada" left Singapore for this port on Nov. 12 at p.m., and is due here on Nov. 18 at a.m.

The Dollar Round-the-World Liner "President Garfield," sailed from Shanghai yesterday, on schedule, and is due to arrive at this port on Saturday, November 17, at 7 a.m. This steamer will sail the following day, Sunday, November 18, at 8 a.m. for Boston and New York, via Manila, Straits, etc.

The American Mail Liner "President Jefferson" is scheduled to sail from Manila on Saturday, November 17 at 4 p.m. and will arrive here on Monday, November 19 at 7 a.m. This steamer will sail on Tuesday, November 20 at 3 a.m. for San Francisco and Los Angeles, via Shanghai, Japan and Honolulu.

The "President Grant" is due to sail from Shanghai southbound, on Saturday, November 17 and will arrive at this port on Monday, November 19 at p.m., sailing the next day, Tuesday, November 20 at 6 p.m. for Manila.

The M.V. "Graystone Castle" (D. & Co.) sailed from New York on Oct. 14, and is expected in Manila on Nov. 20.  
The C.P.S. R.M.S. "Empress of Canada" is due here on Nov. 21 in the morning, and will berth at Pier No. 6, Kowloon Wharf. She will

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#### NOTICE TO CONSIGNEES.

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From U.S.A.

THE Steamship "CITY OF PERTH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th November, 1928, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 27th November, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon within the Free Storage period of One Week.

No Fire Insurance has been effected.  
Bills of Lading will be counter-signed by

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### Argentine Envoy



Manuel Malbran, the newly-appointed Ambassador to the United States from Argentina.

sail for Manila at 5 p.m., the same day.  
The Dollar Liner "President Lincoln" left Seattle on Nov. 8 and is scheduled to arrive at this port on Nov. 23.

The C.P.S. R.M.S. "Empress of France," Capt. S. Robinson, C.B.E., R.N.R., left Southampton on Oct. 31, and is due at Bombay on Nov. 16. She is expected here on Nov. 26 and will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at Noon on Nov. 28.

## President Liner

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Pres. Harrison Dec. 2nd 8 a.m.  
Pres. Monroe Dec. 16th 8 a.m.

Pres. Grant Nov. 20th 6 p.m.  
Pres. Lincoln Nov. 24th 6 p.m.  
Pres. Cleveland Dec. 4th 6 p.m.

To Manila  
Pres. Grant Nov. 20th 6 p.m.  
Pres. Lincoln Nov. 24th 6 p.m.  
Pres. Cleveland Dec. 4th 6 p.m.

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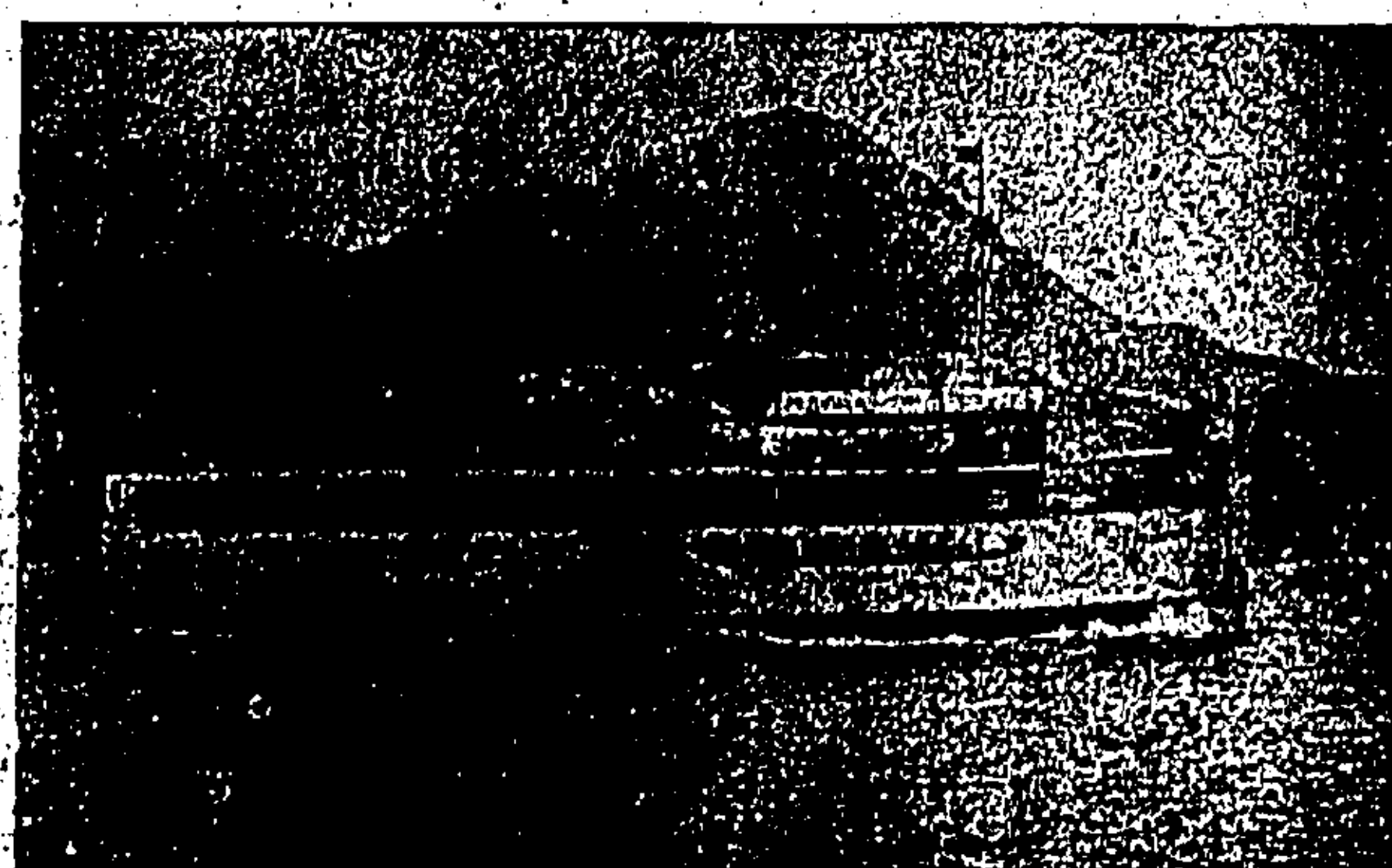
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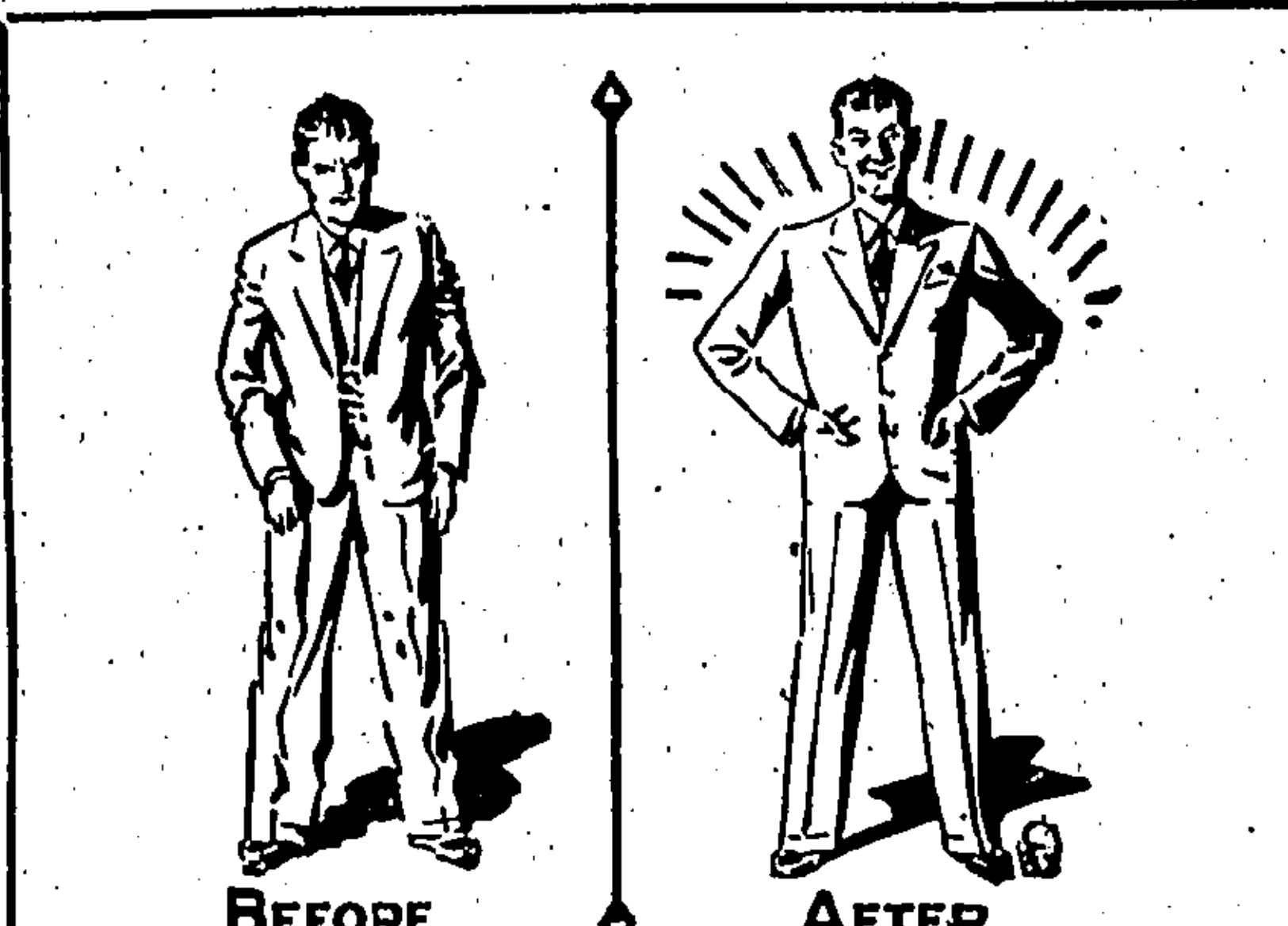
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Hong Kong, Thursday, Nov. 15, 1928.

## THAT "MIDDLE SPREAD"

Why, oh why, is so much fuss made about administering this little Colony of Clerks? Take Ceylon, which is our senior Crown Colony, and attempt to visualise the difficulties which beset officialdom there. Or take Kenya, which is, we believe, our youngest Crown Colony, with its Arabs and Swahilis, Indians and Goanese, and its virile pugnacious-white British element. In comparison, Hong Kong should be a veritable bed of roses for any servant of the Colonial Office. Yet, sad to relate, it is nothing of the sort, judging by the way our civilians go about their job. This pleasantly-informal opening to a mighty serious article is prompted by some of the replies given to members of the Sanitary Board by the President of that body on Tuesday afternoon. We take the following perfectly sensible question (so far as anything can be perfectly sensible) put by Mr. W. V. M. Koch:—

Will the Head of the Sanitary Department ascertain for the information of the Board whether any attempts have been made by responsible authorities to find out, by boring, the existence of springs on the island.

Then we take the perfectly asinine reply (so far as anything can be perfectly asinine) as given by the President of the Sanitary Board:—

Not by the Water Authority, who has no reason to doubt the existence of springs. Could there, we ask, be any better argument for the abolition of the antiquated Cadet-system of official recruitment than is provided by the above answer, if this cheap-jack specimen of elusiveness may with justice be termed an answer?

The President of the Sanitary Board, it seems, is rather handy at this sort of pseudo-smartness, for we recall a somewhat similar outbreak on his part in August last, when this versatile gentleman was officiating as Postmaster-General. It appears that an individual made application for a Post Office Mail Box and, possessing definite proof of the fact that business firms, etc., in at least one instance received priority of treatment over individuals in this matter, offered to supply the Postmaster-General with proof that the Box was required for legitimate commercial activities. Two days later came a reply from the Assistant Superintendent of Mails, Poste Restante, who was "instructed" by the Postmaster-General "to say that he does not require, at present, any proof that the box applied for is wanted for legitimate business; but if you care to tender proof he has no objection." The Postmaster-General, of course, has no authority to call for proof, "at present" or at any other time; but that is another story. What we are here concerned with is the italicised portion of the above reply. Like the last part of the reply given to the question by Dr. Koch, it is, coming from a Government servant, offensively redundant.

Hong Kong, we reiterate, should be one of the easily-governed of our overseas possessions, yet sheer indecision, obstructionism and dilly-dalliance prevail to such an extent that the way is made hard indeed for the resident. A false sense of values prevails; we "muck" along from day to day afraid to face facts. We don't know what to do about our water supply; we don't know the volume of the Colony's trade—and there is not much, apparently, we want to know... unless it is the latest piece of gossip. We are living in a state of settledness; although less than ninety years of age, we are acquiring that comfortable "middle spread." Poor little Colony of Clerks!

The "Vestris"

The loss of the Liverpool steamer "Vestris," regarding which sad disaster further details are to hand, adds one more tragedy to the many that have often happened on the high seas. There will, of course, in due time, be an inquiry into the probable causes of why such a vessel should so unaccountably spring a leak and founder in such a tragic manner. Everything, however, appears to have been done that could reasonably have been expected, and that there was no panic among the large crew and

many passengers' points to the discipline having been well maintained. True to the splendid traditions of the sea, the women and children were first helped, and that several were lost was owing entirely to causes over which no human control could be exercised. True also to the sea's best traditions, the British captain went down with the ship, just as when the "Titanic," in a much more serious disaster, went down in 1912, and as has been frequently the case. In the present distressing incident, it will be noted that wireless played a big part; and it can safely be said that in its absence the loss of life would have been much greater. The wreck is but one of the sea's many tragedies, and all that need be done is to express the sincerest of sympathy with the sufferers.

The Hong Kong Fire Brigade will hold their annual drill display in the compound of the Central Police Station at 3 p.m. on Wednesday, November 28.

The forthcoming marriage (in Hong Kong) is announced of Mr. G. Tate, engineer, No. 23, Yangtze-poo-road, Shanghai, to Miss D. A. Pears, coming to Hong Kong by the "Mantua."

Members of the Hong Kong Volunteer Force have invited all Europeans, proceeding with the armed guards to the China Coast, to consider themselves honorary members of their Messes whilst in Hong Kong. — "Singapore Free Press."

Sgt. Kemp, of the H.K.S.R.A., residing at No. 4 Gun Club-hill, Kowloon, appeared before Mr. E. I. Wynne-Jones at the Kowloon Magistracy this morning in answer to a summons for allowing his dog to be abroad without a muzzle in Chatham-road. He was fined \$5.

Among the many interesting items in the local gazette which is being screened at the Queen's Theatre from to-day to Saturday are, "The Armistice Ceremony at the Cenotaph; the opening of St. Peter's Garden Fete; glimpses of the race meeting at Happy Valley and The South China Recreation Club "At Home."

The annual reunion of the Hong Kong Chinese Returned Students' Association was held yesterday at Messrs. Lane, Crawford and Co.'s restaurant, when a fairly large company was present atiffin. The occasion was made notable by the presence of a number of ladies and guests of prominence, including Dr. David Yui, Secretary of the National Y.M.C.A., of China, Mr. A. E. Wood, Director of Education, Mr. R. C. Tredwell, Consul-General for the United States, and Mr. Wong Kam-fuk.

Messrs. J. R. Sims and J. Tiernan, two well-known football players of the Kowloon Football Club, leave the Colony to-day. At the Club-house last night, they were the recipients of gold watches inscribed: "From members of the Kowloon Football Club, 14-11-28." Both Messrs. Sims and Tiernan belong to the Royal Army Medical Corps, and have taken part in important representative and service matches in the Colony. Tiernan is also a fine marathon runner and won the St. Andrew's Young Men's Club's marathon on at least two occasions.

Mr. Hugh Mackenzie, General Passenger Agent of the Dollar Steamship Line, who is at present on a tour of the Orient, is due to arrive here on Saturday morning on the "President Garfield," accompanied by Mr. Geo. J. McCarthy, Oriental Passenger Agent, and Mrs. McCarthy. Mr. Mackenzie's stay in Hong Kong will be a brief one as he will leave on Tuesday evening on the "President Grant" for Manila, at which port he will stay for some time before continuing on to Singapore, thence back to the United States via Suez and Mediterranean ports.

The annual general meeting of the Girl Guides Association was held at Government House on November 9. Present were: Mrs. C. G. Alabaster, M.B.E., Lady Chow, Mrs. H. T. Creasy, Mrs. J. B. H. Doyle, Mrs. A. H. Ferguson, Mrs. B. G. Grigor, Mrs. R. H. Hancock, Lady Ho Tung, Mrs. R. H. Kotewall, Miss E. Kotewall, Mrs. G. Murray, Mrs. J. Owen Hughes, Mrs. H. R. Remington, M.B.E., Mrs. J. M. da Rocha, Miss H. D. Sawyer, Mrs. Skinner, Miss H. F. Skinner, Mrs. W. T. Smalley, Mrs. W. T. Southern, Mrs. J. H. Taggart, Mrs. E. D. C. Wolfe, M.B.E., Mrs. O. C. Womack. It was proposed by Mrs. Creasy and seconded by Mrs. Kotewall, that the report and balance sheet, previously circulated, should be adopted. This was carried unanimously. At the conclusion of the meeting Mrs. Remington expressed an appreciation of Mrs. Southern's work.

## CORRESPONDENCE

## "POPPY DAY" HELPERS

(To the Editor of the "China Mail.")  
Sir.—We would like through your columns to thank most sincerely all those who gave their enthusiastic and generous help, both in personal service and financially, to the "Poppy Day" cause, thereby again making a success of this annual appeal.

Yours etc.,  
"Poppy Day" Sub-Committee,  
British Legion,  
Hong Kong & China Branch,  
Hong Kong, Nov. 14, 1928.

## MR. C. M. CASTRO

## LARGELY ATTENDED FUNERAL

The funeral took place at the Roman Catholic cemetery, Happy Valley, yesterday afternoon, of Mr. Carlos Maria Castro, an old resident of the Colony and a respected member of the local Portuguese community, whose death, in his 65th year, took place at the Government Civil Hospital on Tuesday night.

Mr. Castro, who had been in the employ of Messrs. Lane, Crawford and Co., Ltd., for 48 years, was the father of a large family. Three of his daughters and his wife predeceased him.

A man of strong constitution, Mr. Castro had been in good health until three months ago when he became ill for the first time in many years. His condition gradually grew worse and he was removed to the hospital on Saturday, death finally intervening shortly before midnight on Tuesday.

The deceased was a very able linguist, speaking no fewer than 12 Chinese dialects, Tangalog, (the predominant Filipino dialect), English, Portuguese, French, Spanish, German, Hindustani and Malay. During the war he was a Crown Sergeant in charge of Armoury of the Hong Kong Police Reserves.

The burial service at the graveside was conducted by the Rev. Fr. L. Rossi.

The chief mourners were the late Mr. Castro's seven sons, Richard, Henry, Tony, Eugene, Alfred, David and Teddy and two daughters, Mrs. J. H. O'Brien and Mrs. F. M. Franco, Jr. A son in the Philippines, Mr. Joe Castro, was unable to attend.

There were also present the deceased's sons-in-law, grandchildren, other relatives and a very large attendance of the general public. The grave was covered with a wealth of floral tributes.

## CANON &amp; A THIEF

## GIFT OF THE MONEY HE STOLE

A thief has visited Holy Rood Roman Catholic Church, Watford, Hertfordshire, where a notice appears: "Thieves are welcome, but they are requested not to enter except for purposes of prayer and conversion."

He was 74 years old and had just emptied the alms box when Canon Jakeman caught him. This is how the canon dealt with him:

Made him show how the alms box (of American manufacture) was opened without the key. This information was sent to the makers.

Made him write his name and address.

Made him pose for his photograph.

Gave him the money stolen to take him on his way and told him never to come back.

## NEW BANK NOTES

## A CORRECTION

In the article published yesterday concerning the new \$50 notes circulated to-day by the Hong Kong and Shanghai Banking Corporation it was inadvertently stated that these notes are the first to bear the signature of Mr. A. C. Hynes. This should have read that it is the first time his signature has appeared on notes of this denomination, viz. \$50. It was also stated yesterday that the new notes are water-marked "\$50." This is not so. The figure "\$50" is beneath the "Britannia" but there is no dollar sign.

away. Early the next morning, they managed to attract the attention of a passing fishing junk and were taken off the island.

The fishing junk took them to Macao, whence witness returned to Hong Kong and immediately reported to the police.

The case was adjourned at 1 p.m. and proceeded after tiffin.

## PIRACY "ECHO"

## CHINESE CHARGED AT MAGISTRACY TO-DAY

## A STORY RE-TOLD

Before Mr. R. E. Lindell, at the Central Magistracy this morning, a Chinese named Ho Foo was charged "that he, with others not in custody, did on March 5, 1927, off Fanlau, Lantau Island, commit armed piracy with revolvers and pistols, stealing a fishing boat worth \$100, 127 piculs of fish worth \$2,005 and a sum of money" (not stated).

There was some discussion between his Worship and Mr. T. Murphy, acting Assistant Director of Criminal Intelligence, as to whether the attack on the fishing junk was made within British waters, his Worship remarking that the boundary was an imaginary line drawn from the west end of Lantau Island, due South, and it depended on which side of the line the junk was when it was attacked.

Mr. Murphy said that if the attack took place off Fanlau Point, it would be on both British and Chinese waters as the Point was cut through by the line. In any case, he (Mr. Murphy) would have to ask for an adjournment later on in order to get the harbour authorities to go out to the scene of the piracy to ascertain its exact position. He thought that would be the best way of clearing up the point as to whether or not the attack occurred in British waters.

Mr. Lindell accordingly decided to hear the evidence.

## The Evidence.

Choi Kwai said that he was a fish dealer of Cheungchau Island. He carried on business under the name of Kwong Shun Lee on board a junk in Cheungchau harbour. Sometimes he went to sea with his junk to buy fish from fishing junks, and at other times he made trips away from Cheungchau for the purpose of disposing of his fish.

On March 5, 1927, the witness sailed his junk from Cheungchau at 6 a.m., bound for Macao, with 127 piculs of salt fish worth \$2,000, on board. The fish was to be disposed of at Macao. On the junk were five persons, including the witness and one foki. The other three were other fish dealers, whose fish was being shipped to Macao on witness' boat. Only 20 of the 127 piculs of fish on board the junk was witness' own property.

Proceeding, the witness said that there was very little wind that day and the junk made slow progress. At 3 p.m., she passed Fanlau village, on Lantau Island, not more than 200 yards off shore, when a pirate junk which had not been observed before approached the witness' junk from behind.

Replying to the Magistrate, the witness said that Fanlau village is situated to the South of Tai-O, and lies on the South shore of Lantau, between Tai-O and Cheungchau. Opposite Fanlau village is a small island known by the name of Yeung-sze-tau, and the witness' junk was in a straight line between Yeung-sze-tau and Fanlau village, at the time of the piracy.

## Fired On.

Continuing, the witness said that the pirate junk, a small one-masted fishing boat opened fire on the witness' junk when about 100 yards astern and called upon the witness to heave to. Witness took no notice, but in the absence of wind, his heavily laden junk was rapidly overhauled by the lighter craft which finally slipped alongside. During the chase some of the bullets fired by the pirates struck the till of witness' boat, but luckily, no one was hit.

There were six pirates on the raiding craft and five of these boarded the witness' junk. They all carried short firearms. The prisoner in the dock was one of the boarding party. As soon as he got on board, prisoner called out for the master of the junk and witness answered him. Witness' wrists were tied behind his back with string, his fold and the three fish dealers being similarly treated by the pirates.

## Imprisoned in Hold

Then they were all transferred to the pirates' boat where they were imprisoned in the hold. The prisoner and another pirate sailed the witness' boat in the direction of Macao, whilst the pirate boat with the captives on board sailed South in the direction of a small island called Cheungchau lying below Yeung-sze-tau, in Chinese waters. That night was spent at anchor off Cheungchau and the following night off Tallok Island. The following afternoon, the witness and other four captives were released and placed ashore on Tallok Island, after which the pirate junk sailed

(Continued from preceding column.)



**"J. E. K."**HIS WORK AT THE  
POLYTECHNIC

LONDON'S LORD MAYOR

Sir John Edward Kynaston Studd, known affectionately as "J. E. K.," has been for over forty years a great factor in the life of the Polytechnic. It was in 1885 that, at the invitation of the late Quintin Hogg, he became its honorary secretary. In 1903 he was elected president and honorary chairman of the governing body. When in 1911, the Institute was rebuilt, it was he who originated the new scheme, and though in more recent years the City has made many claims upon his time—he succeeded in 1923 the late Sir William Treloar as Alderman for the Ward of Farringdon Without—his hand has been constantly at the helm, and the deep and far-reaching changes and developments that have followed the rebuilding have had his personal care and active and invaluable guidance.

Born on July 26, 1858, Sir Kynaston was educated at Eton and at Trinity College, Cambridge. He and his brothers, G. B. and C. T., made a great reputation as cricketers, and it was after "Punch" had described them as a "set of studs," that an enthusiastic admirer, the son of a City banker, had a set of studs made with the initials of each brother, and placed top in his shirt at night whichever brother had made top score during the day.

In 1876 and 1877, "J. E. K." played for Eton; in 1878 for Middlesex; and from 1881 to 1884 for Cambridge, being honorary secretary of the XI. in 1883 and captain during the year before his call to the Polytechnic.

For many years Sir Kynaston has been greatly interested in Freemasonry. He was initiated in 1902 in the Polytechnic Lodge, and in 1910 he was appointed Senior Grand Deacon of English Freemasons.

During the war he was member of the General Purposes Committee of the Territorial Force Association of the County of London; member of the Advisory Committee for the Moral and Spiritual Welfare of the Army; Deputy Commandant of the Cadet Force in the County of London; Honorary Colonel of the Polytechnic Schools Cadet Corps; and commanded the 21st (St. Marylebone) Battalion of the County of London Volunteer Regiment.

Sir Kynaston's first wife, a granddaughter of Admiral Lord Radstock, died in 1921. He married a second time in 1924. Princess Alexandra Lieven, daughter of the late Prince Paul Lieven, Grand Master of Ceremonies at the Russian Imperial Court.

**A GOLF SENSATION**

London, Nov. 3.

A sensation was caused in golfing circles when two members of a London Golf Club were to-day asked to resign their membership for altering their competition score cards. Suspicion had been aroused in the matter and they were accordingly shadowed.

**PROFESSIONAL LAWN TENNIS**

London, Nov. 3.

In the singles for Professional lawn tennis players C. Read (Queen's Club) beat D. Maskell (Queen's Club) by three sets to two.

The third, and deciding, round, will be played on Nov. 10.

**MR. JOEL TAKES OVER FOXHILL**

London, Nov. 3.

Mr. J. B. Joel, it is announced, is buying Foxhill training establishment which formerly belonged to James White, whose death was recorded recently.

**SCORCHING IN THE SAHARA**

London, Nov. 3.

Captain Campbell, the famous racing motorist, has left England and proposes to prospect in the Sahara by aeroplane to try and discover a twelve miles stretch of sand which will prove suitable for speed record attempts.

Information was received of the loss of the steamer "Thistleben" (4589 tons), of Sunderland, Albion Line Ltd., which was in collision off Florida, U.S., with another ship, the officers and crew being saved.

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**THE VOLUNTEERS**

CORPS ORDERS FOR THE WEEK

N.C.O.'S CERTIFICATES

This week's orders for the Hong Kong Volunteer Defence Corps, issued to-day by Lt.-Col. L. G. Bird, D.S.O., Commandant, read as follows:—

All N.C.O.'s will render a certificate to their unit commanders before Nov. 16, that they have sewn on badges of rank of white tape to their khaki shirts.

**Annual Camps**  
The following units are required to proceed to Fanling Camp from Friday evening, Nov. 16 to Sunday evening, Nov. 18.

Corps Band, Mounted Infantry, Scottish and Portuguese Companies.

Men can proceed to camp the evening of the day before, i.e., on Friday evening of Nov. 16, 1928. Those wishing to have their baggage sent to the camp at Fanling must deliver it, clearly labelled with owners' names at Corps Headquarters by 2 p.m. on Friday, Nov. 16.

Rations for 2nd week-end O.C. Companies will report to the Adjutant, H.K.V.D.C. by 9 a.m. on Wednesday, Nov. 21, the number of all ranks attending camp, stating meals required, so that rations can be arranged.

Arms and Equipment, etc., may be drawn from Corps Headquarters on Thursday, Nov. 15, between 9 a.m. and noon, or 2 and 4 p.m. or 5 and 6 p.m. and on Friday, Nov. 16, between 9 a.m. and 12 noon only.

**Camp Telephone**  
The Corps Headquarters Telephone number in camp is No. 263 (Government phone).

**Corps Band**  
There will be a full Band practice on Tuesday, Nov. 20 at 5.30 p.m. at Corps Headquarters.

Those who wish to shoot will parade in the Miniature Range at Corps Headquarters on Wednesday, Nov. 21 under R.S.M. W. H. Edmonds.

**The Battery**  
Parade at Corps Headquarters at 5.25 p.m. on Friday, Nov. 16 and Tuesday, Nov. 20. Battery Drill. Signallers under Sergt. J. M. Jack.

Camps. The Battery camps will take place at Tai Lam, New Territories, from Nov. 7 to 9 and Nov. 14 to 16. Particulars have been issued to all ranks on Nov. 2, 1928.

**Engineer Co.**  
Parade at Belcher's Fort on Tuesday, Nov. 20, at 5.30 p.m. for instruction in Switchboard control. Dress: Uniform or muffi optional.

**Corps Signals**  
Parade, Monday, Nov. 19 and Thursday, Nov. 22 for Signal Instruction at Corps Headquarters at 5.30 p.m. Dress: Muffi.

There will be a Field Day on Sunday, Nov. 18 in order to exercise with the W.T. sets. The Morris Truck will be at the Star Ferry, Kowloon, at 10.30 a.m. Dress: Uniform, Tunics, shorts, belts, puttees and hosetops.

Helmets will be worn. Attention is drawn to camp orders, those intending to be present must submit their names as soon as possible if they have not already done so.

New shoulder badges are to be drawn from C.Q.M.S. Millington and fitted to tunics before camp. Attention is drawn to para. 1 of this Corps Order.

**Mounted Infantry Co.**  
The Company will parade at Corps Headquarters on Thursday, Nov. 22 at 5.30 p.m. for M.G. Instruction.

**Armoured Car Co.**  
Car Section, Friday, Nov. 16. Parade at Corps Headquarters at 5.30 p.m. for run around the Island in the Armoured Car.

Monday, Nov. 19. Parade at Corps Headquarters at 5.30 p.m. for M.G. Instruction. Dress: Muffi.

Friday, Nov. 23. Parade at 5.30 p.m. outside Kowloon Railway Station to proceed by road to Fanling Camp. Dress: Tunic, shorts, puttees, hosetops, helmets, bandolier, belt (no sidearms) and rifle.

**Motor Cycle Section.** Fridays, Nov. 16 and 23. Parade at Corps Headquarters at 5.30 p.m. for Machine Gun Instruction. Dress: Muffi.

The attention of all ranks is directed to Corps Order No. 355 dated 16 and item 8.

**Machine Gun Co.**  
The Company will parade as strong as possible on Tuesday, Nov. 20 at 5.30 p.m. at Corps Headquarters for Advanced Gun Drill under Sub-section Commanders, dress overalls.

**Scottish Co.**  
Thursday, Nov. 22. Platoons will parade at 5.30 p.m. for Muffi Gun Instruction, dress muffi, as follows:

Nos. 5 and 7 Platoons at Corps Headquarters.  
No. 6 Platoon at Kowloon Dock.  
Pipes and Drums, will parade for practice at Corps Headquarters on Wednesday, Nov. 21, 1928.

Church parade, will be held on Sunday, Dec. 2, and all are kindly requested to keep this date open in order to ensure a full strength parade of the Company.

**Portuguese Co.**  
Camp. The Company will be in Camp during the week-end Nov. 23 to 25.

**Chevrons.** The attention of all N.C.O.s is called to Parade 1 of this Corps Order.

**Reserve Co.**  
Wednesday, Nov. 21. Parade at Corps Headquarters at 5.15 p.m. and proceed to Kennedy-road Range by Ford Truck for Machine Gun Firing practice. Dress: Muffi.

**Promotion & Appointments**  
Machine Gun Co.:—

No. 1107 Pte. S. A. Gregory to be Lance Corp. as from Nov. 13, 1928.

No. 1336 Pte. S. E. Edgar to be Lance Corp. as from Nov. 13, 1928.

**Portuguese Co.**:—  
No. 938 A.C.S.M. V. M. Xavier to be C.S.M., as from Nov. 7, 1928.

No. 964 Pte. E. M. Franco, to be Lance Corp. as from Nov. 7, 1928.

**Corps Band**:—  
No. 1238 Bandsman J. M. X. Souza, to be Lance Corp. as from Nov. 7, 1928.

**Leave**  
The following Officers and Other Rank having reported off leave for duty, on the dates shown against each name, the unexpired portion of their leave is cancelled.

**Medical Section**:—  
Major G. D. R. Black, V.D., from Nov. 7, 1928.

Captain E. P. Minett, T.D., V.D., from Nov. 9, 1928.

**Engineer Co.**:—  
Lieut. R. S. Logan, from Nov. 10, 1928.

**Reserve Co.**:—  
No. 454 Pte. V. H. C. Jarrett, from Nov. 13, 1928.

**Long Service Medal**  
His Excellency the Officer Administering the Government has awarded the Colonial Auxiliary Forces Long Service Medal to No. 154 Pte. E. W. Carpenter of the Reserve Company, H.K.V.D.C. on Nov. 7, 1928.

**QUEEN'S THEATRE**

ROMAN NOVARRO IN GAY ROMANCE

Ramon Novarro, the handsome hero of "Ben-Hur" and "The Student Prince" has an entirely different kind of role—a heart-breaker—in his latest film "A Certain Young Man," which will be shown at the Queen's Theatre from to-day to Saturday.

The story starts with the adventures of a young boulevardier whose flirtations are the talk of staid old London, and when he goes to Biarritz and other play grounds of Southern France in order to escape too many pretty women, the real romance develops. Marceline Day is the heroine, and Carmel Myers and Renee Adoree play the rival charmers. Huntley Gordon, Bert Roach and others of note are in the cast, and Hobart Henley, past master of sophistication directed the picture. Novarro in a modern dress suit proves even more romantic than in his "Student Prince" uniform, and supported by an excellent cast, is said to give a performance equal to any of his previous efforts.

**ROUGH HOUSE ROSIE**

CLARA BOW'S LATEST COMEDY

"Rough House Rosie." Clara Bow's rollicking new comedy which is the Paramount picture which will be screened at the World Theatre from to-day to Saturday next. In this swift tale of care-free youth, the fiery-haired possessor of the magnetic "It," plays a diversity of parts. She's the irrepressible child from Tenth Avenue out for a good time with her sweetheart, she's Rosie, the flaming leader of her "Six Rough-necks" in a cabaret, she's Miss O'Reilly, a belle of the upper social set's most brilliant ball and finally she's the loyal little girl who brings the middleweight championship to the handsome boy she loves. Many piquant situations are included in this new picture which is spoken of as being even a greater picture than "It."

An Italian marquetrie commode inlaid with ivory, which was acquired by Napoleon during his campaigns in Italy, was sold at Steven's Rooms, King-street, Covent Garden.

Of the 400 members who attended the autumnal meeting of the Institute of Chartered Accountants in Birmingham only one was a woman, Miss L. M. Harris, of Muswell Hill, N.

Strict orders have been issued by the Changsha authorities forbidding the export of tea-seeds to Russia, says the Chinese press.

The most effective application for the treatment of all skin diseases is the

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**COMING!!!****MEI LAN FANG OF PEIPING.**

China's greatest actor and woman-impersonator and his world-famous troupe including Tang Fu Yin, Chu Kwei Fang, Chan Kit Siu, Chen Hsi Hing and Kim Shew San

will give a series of Theatrical performances at the

**KO SHING THEATRE,**

Queen's Road West,

14th to 26th November, 1928.

Commencing every night at 8.00 p.m.

MATINEES on Sunday, 18th &amp; 25th November, at 1 p.m.

BOOKINGS are now open at the Ko Shing Theatre.

PRICES OF ADMISSION: \$6, \$4, \$3, \$2 &amp; \$1.

**IN OTHER PLACES****CHRONICLES FROM JAPAN TO JAVA**

The "Sinwanpao" says that the Peking police have arrested 27 Communists, of whom six are young women.

The engagement is announced of Miss Connie Limby to Mr. Kenneth Martin. Both are well-known in Shanghai.

According to the "Eastern Times," the Ministry of Finance is proposing to issue long term gold bonds to the value of \$45,000,000 for the purpose of redeeming the notes issued by the Hankow branches of the Central Bank, the Bank of Communications and the Bank of China, which are said now to be next to worthless.

While on its way from Shanghai to Hangchow on a recent evening, a freight train was held up and robbed by a score of men near Shihuihong. Some 26 bags of sugar and dates were removed from the vans by the men who decamped without causing the train staff any further trouble. A report was made to the authorities and detectives are now searching for the robbers.

The C.P.O.S. "Empress of Canada" left Vancouver on November 1 with 1,030 passengers destined for ports in the Far East. This will be the last trans-Pacific trip of the "Empress of Canada" until her return from England next August. The "Empress of Canada" will be substituted on the trans-Pacific run by the "Empress of France," due in Shanghai on November 30.

The city of Yokohama has 454 men and 1,009 women over the age of 80 years, each of whom was to receive a sake cup gift from the Emperor on the occasion of his enthronement. One of the list, a man, was the only person above 100 years of age, although there were 13 men and 56 women above 90. The oldest man is, Kyushiki Yamazaki, a resident at Kitagata-machi, Yokohama, who is 105 years old.

The demarcation of the boundary between Siam and Indo-China along the course of the Mekong is shortly to be resumed. A length of about 370 kilometres has already been done—from Koh Jing Ja north of Vientiane to Nakon Panom. The Siamese party will leave Bangkok for Nakon Panom about Nov. 18. Major Luang Ram Riddhiron, who will be at its head, had his training in the French army. The work has now to be carried south to the mouth of the Se-Mun river.

Recent appointments in the British North Borneo Government Service include the following: Mr. J. G. Rowan, an Officer of Class B, to be General Manager, State Railways; Mr. C. F. C. Macaskie, an Officer of Class B, to act as Resident, West Coast, Class A; Mr. P. A. Marriott, an Officer of Class B, to be Chief Police Officer, Sandakan; Mr. C. D. Martin, an Officer of Class B, to act as Protector of Labour, Secretary for Chinese Affairs; and Inspector of Schools; Mr. A. J. B. Brodthank, an Officer of Class B, to act as Assistant Auditor.

**SHADOWS BEFORE****COMING EVENTS ANNOUNCED IN THE "MAIL"**

To-day—Queen's Theatre: "A Certain Young Man."

To-day—World Theatre: "Rough House Rosie."

To-day—Star Theatre: "Matinee Ladies."

Nov. 16, 20, 24—Theatre Royal; Hong Kong A.D.C. presents "The Sport of Kings."

Nov. 22—Star Theatre: "The Sport of Kings."

Nov. 22—Concert at Helena May Institute (organised by Mrs. Baleen), 5.30 p.m.

Nov. 27—Queen's Theatre: "The King of Kings," 2.30, 6 and 9.15 p.m.

Nov. 30—St. Andrew's Hall, in the City Hall, 9.30 p.m.

Land Sales  
Nov. 19—At P.W.D. Offices, three lots of Crown land at Mong Kok, Shamshuipo, and Mong Kok Tsui, respectively, 3 p.m.

**Sports**  
To-day—H.K.Y.M.C.A. Hockey, 2nd XI. v. Club de Recreio, 5 p.m.

To-day—H.K.Y.M.C.A. Bridge Drive, Ticket \$1.00, 9 p.m.

Nov. 16—H.K.Y.M.C.A. Basketball, "A" v. "B", 6.15 p.m.

Nov. 20—H.K.Y.M.C.A. Hockey, 1st XI. v. H.K.S.F.A., 5 p.m.

Nov. 21—H.K.Y.M.C.A. Basketball, "B" v. "D", 6.15 p.m.

Nov. 22—H.K.Y.M.C.A. Basketball, "A" v. "C", 6.15 p.m.

Nov. 23—H.K.Y.M.C.A. Hockey, 2nd XI. v. H.K. Club "A", 5 p.m.

Nov. 24—H.K.Y.M.C.A. Tennis, American Tournament, 2.30 p.m.

**Miscellaneous**  
November 17—H.K.W.G. & M.C.L.'s "Fun O' the Fair," at Lee Gardens.

Nov. 17—Opening of H.K.F.C.'s new club-house at Happy Valley, 4 p.m.

Nov. 19—H.K.Y.M.C.A. Quiet Hour, Rev. H. V. Koop, 9 p.m.

Nov. 22—H.K.Y.M.C.A. Debate on the Instalment System, Ladies invited, 9 p.m.

Nov. 25—H.K.Y.M.C.A. Quiet Hour, Mr. S. V. Boxer, 9 p.m.

Nov. 27—Old Bedfordian dinner in Hong Kong Club, 8 p.m.

December 14—Hong Kong Automobile Association's annual dinner dance, at Peninsula Hotel, 8 p.m.

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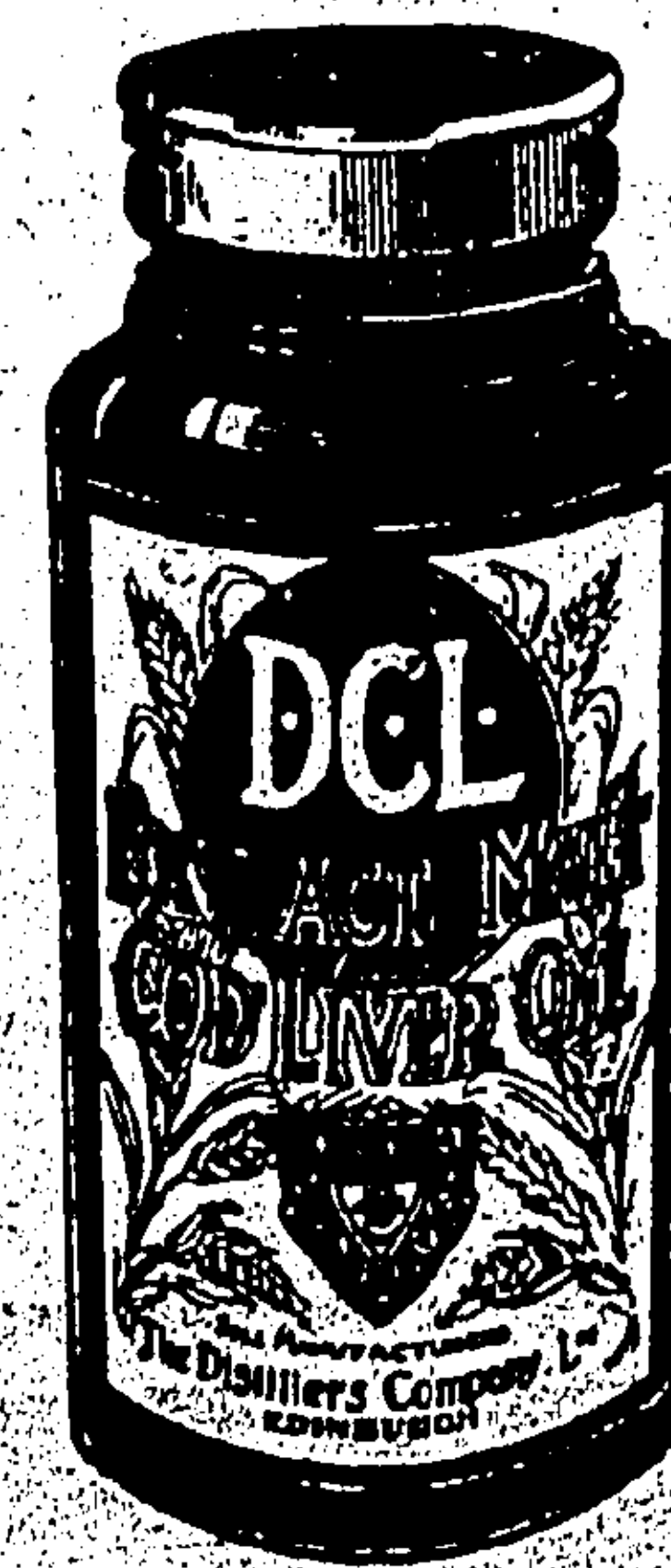
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**CORONATION**

(Continued from Page 1.)

before him, so that the ground below should not be exposed to his sacred feet lest it become "taboo" and lest his sacred virtue be drained off by contact. In like manner, two ritualists, walking on either side, held over his head a great umbrella of sedge grass, surmounted by a phoenix with outspread wings, brilliantly coloured in the green, yellow, red, white and purple of good omen, this umbrella being held over him as a cover lest his sacred virtue be drained off by exposure to the air above.

Behind the Emperor came the Grand Chamberlain holding the long train of the royal robes, and following him came the princes, the Premier and other high dignitaries.

Slowly the solemn procession advanced towards the Yuki Den where the Chief Ritualist and attendants were waiting with torches. Into the outer chamber of this simple structure the bearers of the regalia, sword and jewels carried their precious treasures and deposited them on tables set there for the purpose. This done, the Emperor himself entered and the members of his retinue passed on to their places of attendance in the covered galleries near by.

The Emperor having entered the outer chamber, the Empress accompanied by princesses and court ladies passed from the Ablution Hall along the same way as that taken by the former procession and entered another structure close by.

**Court Musicians**

To the accompaniment of further ritual, two groups of court musicians were conducted to selected points, one group rendering ancient music, after which the other broke into song, such songs as might have been heard out in the open sung by Japanese peasants while working in the rice fields two thousands years ago. The music ended and the musicians withdrawn, the Empress and her retinue worshipped toward the Yuki Den and then retired once more to the Hall of Ablution.

Then followed the most picturesque movement of the entire ceremony, namely, the procession of sacred food offerings. From the Cook House on the east there passed to the southern stairs of the Yuki Den a colourful line of ritualists and female attendants, bearing the utensils and offerings to be used. Heading this picturesque procession came a ritualist accompanied by two torch bearers. Behind them came three more ritualists, each bearing one of the special utensils of primitive design required in the ceremony, while following these dignitaries came the chief female attendant bearing a wooden box containing a tooth brush of ancient form, and the assistant attendant bearing a box containing towels for cleansing the Emperor's hands. Eight more female attendants followed, and after them came more ritualists, each man and woman in the solemn procession bearing some form of primitive utensil or offering the food.

The head of the procession having reached the Yuki Den, a ritualist with a ceremonial wand, such as was used in ancient times to cast out impurity and evil, uttered a warning cry and, to the accompaniment of ancient music, the Emperor passed from the outer to the inner chamber of the Yuki Den, while the princes, the Grand Chamberlain and the Chief Ritualist took up positions in the outer chamber.

Then was performed the Emperor's ritual of food oblation and sacramental communion with the gods, the Spirits of the Imperial Ancestors. The two chief female attendants having poured water

over his hands and washed and dried them, the Emperor made oblation before the primitive throne to greet the Sun Goddess, for whose Unseen Presence it was reserved. There followed a few minutes' silence, after which His Majesty began his act of devotion, which consisted of placing before the Invisible Presence the various food offerings that had been carried to the entrance for him to serve.

**Shinto Ritual**

Having made these offerings of food and drink, the Emperor clapped his hands three times and offered up prayers, after which his own communion meal was brought in. Partaking of this in the solemn manner laid down by Shinto ritual, all the utensils and offerings were then removed in the same order in which they had been presented. A final hand-cleansing ceremony followed and shortly before midnight the Emperor withdrew once more to the Hall of Ablution accompanied by the same retinue of ritualists, torch-bearers, women attendants and others who had attended him in the process-

sion to the Yuki Den earlier in the evening.

Two hours later the solemn procession set out once again, but this time to the Suki Den, the second of the two reed-thatched structures. Here was repeated the same ritual of food oblation and sacramental communion with the Spirits of the Imperial Ancestors as had been performed in the Yuki Den, these ancient rites continuing until just before the break of dawn.

Thus was the last of the main ceremonies connected with the Emperor's accession to the Throne brought to an end, a ceremony unique amongst those of any country, recreating as it did the scenes and conditions of two thousand years ago and bringing the Emperor into direct contact with the spirits of the past. It was, in effect, the most solemn form of oath by which the new sovereign bound himself to observe the laws of his fathers and by which he was brought face to face with Beings superior to himself. Beings to whom he must perform pay homage and render submission.—Reuter.

**A WEEK'S PAPERS  
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Full account of the 44 days spent in bandits' hands by Miss B. Tobin of the Church Missionary Society.

How Armistice Day was observed in Hong Kong.

Wrecking of the s.s. "Hsin Chi," its being plundered by pirates and then set afire; and the capture of some of the looters by the British Navy.

Squel to the "Shasi" piracy.

The attack on the s.s. "Kian" on the Yangtze.

Execution of judgment warrant for a large sum against a foreign stockbroker.

Appointment of a Shipping Commission and the terms of reference.

The Trooping Season and Naval cruises.

The foregoing have been taken at random. There is much else of importance. In the spheres of social, public and sports activities in the Colony, the week has also been a busy one—and such is reflected in the "Overland."

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**"THE OVERLAND CHINA MAIL"**

**HONG KONG A.D.C.**

PRESENTS

**THE SPORT OF KINGS**

BY

**IAN HAY**

**THEATRE ROYAL, Nov. 16th, 20th, 24th.**

**BOOKING AT ANDERSONS.**

**STAR THEATRE, KOWLOON Nov. 22nd.**

**BOOKING AT STAR THEATRE**

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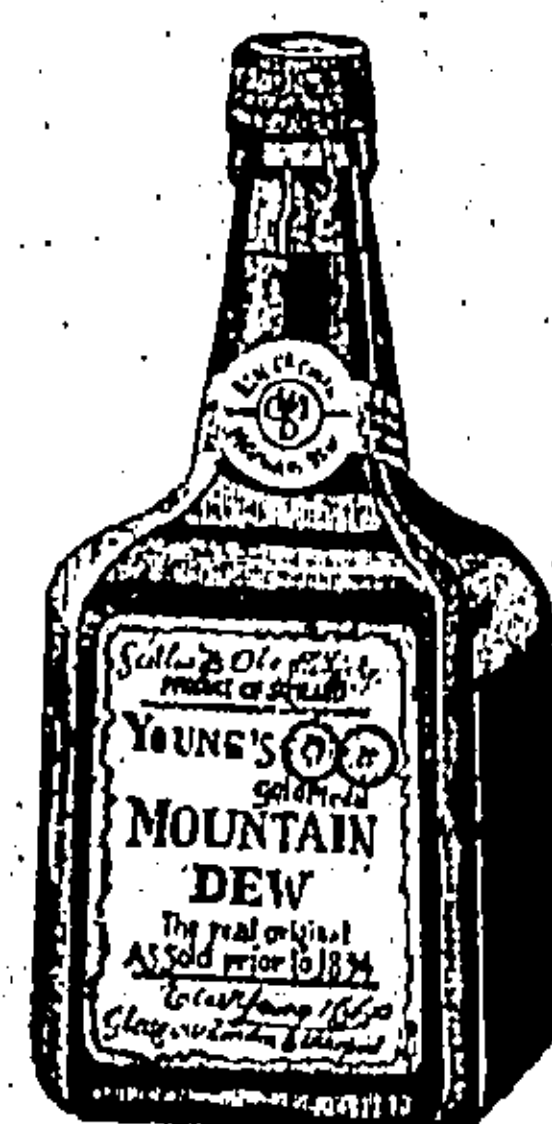
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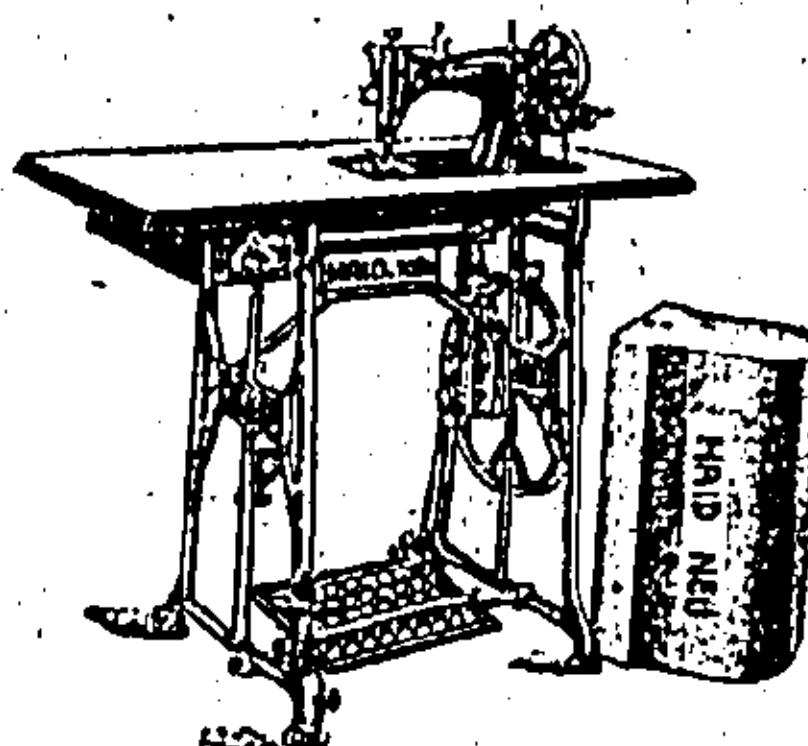
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# Sport Columns

## STEEPLECHASES

### ENTRIES FOR THE AUTUMN MEETING

#### FANLING HUNT WEIGHTS

The Autumn steeplechase meeting of the Fanling Hunt will be held at Kwantung on Sat. Nov. 24. Entries are given below, together with weights for the handicaps.

Race 1, (3 p.m.), Autumn Maidens, about 1 mile:—

Messrs. Stanton & Reidy's Aristophanes, Lt. Col. Comyn's Borderer, Mr. Richardson's Cumberland, Mr. Austin's District Call, Dr. Durrant's Drake, Major Lake's Fook Shau, Mr. Austin's Grey Knight, Dr. MacGown's Honeycomb, Mr. Highet's Maskee, Mr. Morgan's Newfoundland, Mr. Davidson's Nobleman, Messrs. Stanton & Reidy's Six Hundred, Mr. Potts's Social Call, Mr. Bjuke's Solitaire, Major Lake's Southgate, Hon. Mr. Beith's Spring Eve, Messrs. Stanton & Reidy's Target.

Race 2, Heavyweight Stakes, about 7 furlongs, catch weights 162 lbs:—

Messrs. Stanton & Reidy's Aristophanes, Mr. Watson's Blotting Paper, Mr. Mattingley's Dumbell, Lt. Col. Comyn's Durham, Major Lake's Fook Shau, Dr. MacGown's Honeycomb, Mr. Macnamara's James Pigg, Mr. Hashim's My Lady, Messrs. Stanton & Reidy's Six Hundred, Mr. Bjuke's Solitaire, Mr. Beck's Strathorne, Mr. Sturt's Two Step.

Race 3, Autumn Plate, about 1½ miles:—

Mr. Shillington's Ace of Spades, Mr. Watson's Blotting Paper, Mr. Maas's Caviare, Messrs. Chan & Rafeek's Fanling Stag, Mrs. Charles's Little Darling, Dr. Pierce-Grove's Little River, Mr. Stanton's Loch Rannoch, Messrs. Stanton & Reidy's Mowgli, Mr. Greenob's Sea Hawk, and Sheila, Dr. Pierce-Grove's Siang River.

Race 4, November Handicap, about 1¼ miles:—

Messrs. Stanton & Reidy's Mowgli ..... 162  
Messrs. Chan & Rafeek's Fanling Stag ..... 162  
Messrs. Stanton & Reidy's Six Hundred ..... 161  
Mr. Maas's Caviare ..... 160  
Mr. Shillington's Ace of Spades ..... 158  
Messrs. Stanton & Reidy's Aristophanes ..... 153  
Mr. Greenob's Sea Hawk ..... 155  
Mr. Fischer's Tamerlan ..... 152  
Hon. Mr. Beith's Nugget ..... 152  
Mr. Stanton's Loch Rannoch ..... 150  
Mr. Graham's Harford ..... 145  
Dr. Pierce-Grove's Siang River ..... 145  
Dr. MacGown's Honeycomb ..... 140  
Dr. Pierce-Grove's Little River ..... 140  
Mr. Greenob's Sheila ..... 140

Race 5, "Fall" Stakes, Once Round, forced entry:—

Mr. Shillington's Ace of Spades, Messrs. Stanton & Reidy's Aristophanes, Mr. Watson's Blotting Paper, Lt. Col. Comyn's Borderer, Mr. Maas's Caviare, Mr. Richardson's Cumberland, Mr. Austin's District Call, Dr. Durrant's Drake, Mr. Mattingley's Dumbell, Lt. Col. Comyn's Durham, Messrs. Chan & Rafeek's Fanling Stag, Major Lake's Fook Shau, Mr. Austin's Grey Knight, Mr. Graham's Harford, Dr. MacGown's Honeycomb, Mr. Macnamara's James Pigg, Mrs. Charles's Little Darling, Dr. Pierce-Grove's Little River, Mr. Stanton's Loch Rannoch, Mr. Highet's Maskee, Messrs. Stanton & Reidy's Mowgli, Mr. Hashim's My Lady, Mr. Morgan's Newfoundland, Mr. Davidson's Nobleman, Hon. Mr. Beith's Nugget, Mr. Greenob's Sea Hawk, and Sheila, Dr. Pierce-Grove's Siang River, Messrs. Stanton & Reidy's Six Hundred, Mr. Potts's Social Call, Mr. Bjuke's Solitaire, Major Lake's Southgate, Hon. Mr. Beith's Spring Eve, Mr. Beck's Strathorne, Mr. Fischer's Tamerlan, Messrs. Stanton & Reidy's Target, Mr. Sturt's Two Step.

## UNUSUAL SHOTS

### 166 STROKES FOR A SHORT HOLE

#### VARDON ON GOLF

What is the proper procedure in these circumstances? The question is raised by a correspondent who sends me particulars of a curious incident at golf.

A player's tee shot to a short hole finished in an open motor car standing on the turf some thirty yards beyond the putting green. If he had the right to open the door of the car, he could make a straight and fairly simple shot towards the pin.

After some reflection, he decided not to take this liberty, and there can be no doubt, I think, that he acted properly in discarding such a means of alleviating the position. At any rate, the Rules Committee once determined in the case of somebody who opened a gate which interfered with the swing of his club, that he must lose the hole for it, and obviously the same regulation would apply to a door.

The car-trapped golfer might conceivably have sought the aid of Rule 11. This rule gives a catalogue of articles—some of them encountered fairly often on golf courses, others seen very seldom. They include clothes, nets, wheelbarrows, vehicles, and "similar obstructions," and it says that a ball lying in, or touching, such an obstruction may be lifted and dropped without penalty as near as possible to the place where it lay, but not nearer to the hole.

A motor car is certainly a vehicle, so that the player in question could have dropped his ball behind it and had the obstacle wheeled out of the line of his shot.

Instead of that, he entered the car, chipped from the mat to within a few feet of the pin, holed his putt for a three, and went on to win his match, which only shows how appreciatively the gods of golf regard persons who honour the spirit of the game.

In an age—a degenerate age, as the survivors of previous generations regard it—which has granted permission to the golfer to go back and have another shot when he finds his ball in a position that he deems unplayable, it is good to know that there are people prepared to stand or fall by Rule 6.

To those reared in places where golfing traditions cluster and the spirits of the ancients are ever fitting about the links, this rule is the first and last commandment of the game. It is simply that "A ball must be played wherever it lies or the hole be given up."

Always good to observe is the determination to play the ball where it lies—no matter how badly it lies. Have we not been moved to boundless admiration by the spectacle of James Braid hitting a shot from among the sleepers and stones and steel on the railway track alongside the Old Course at St. Andrews?

A "Floater's" Advantage  
For sheer strength of purpose, however, I think that a fair golfer, of whom I was told the story during my last tour in the United States, deserves the palm.

She was taking part in a qualifying competition at the Shawnee Country Club, Philadelphia. It happened that the number of players was just sufficient to fill the qualifying places; but, as there was a special prize for the best score, the competition had to be decided.

To qualify was merely a matter of returning a score, no matter how high. At a short hole, this player hit her tee shot into a stream. She was using a floating ball, so she and her husband, who was acting as her caddy, put out in a boat to play the hole to a finish or perish in the attempt.

Shots by the score she aimed patiently from her precarious stance in the skiff; each time a cloud of water rose upon the occu-

pants of the boat, but the ball always fell back and went on swimming.

A mile and a quarter they rowed down stream in their great task, and then at last she made such an astonishingly good shot that she not only got the ball back to land, but hit it into the middle of a wood.

At this distance from the course—about a mile—nobody knew whether the wood was out of bounds or a legitimate obstacle to anybody who approached the hole in the manner which she had adopted. So she played her way back; fortunately, she was on the right side of the stream, and holed out in 166 strokes, which was 163 worse than Bogey, and for which the club awarded her a special cup.

**Horse-Play**  
It needed determination of a rather different kind to play a shot which J. H. Taylor executed in a foursome in which he and I were on opposing sides.

It was at Kilsbinnie. The late Lord Wemyss was following the match on horse-back, and, at one hole, Taylor's partner hit a shot which made their ball finish exactly under the horse. Taylor wanted the animal removed, but Lord Wemyss—a rare stickler for observation of the rules—pointed out that it was something "growing" and that therefore it could not be "moved, bent, nor broken."

The horse, being a well-trained creature, was not going to stir until it had the signal from its rider, so Taylor took up his position under it to play the stroke. If he had one eye on the ball during the process, he had the other eye on the horse's hoofs, but he brought off the shot. Harry Vardon in "Sports Despatch."

## SOCCER

### YESTERDAY'S LEAGUE RESULTS

Matches in the Mid-League League competition played yesterday resulted as follows:—

Police 6, Hung Kui School 0.  
South China 3, Lam Long Wan 0.  
Athletic 2, P.W.D. Chinese 2.  
League table to date:

|                 | P. | W. | D. | L. | Pts. |
|-----------------|----|----|----|----|------|
| Athletic        | 6  | 4  | 1  | 1  | 9    |
| P.W.D. Chinese  | 6  | 3  | 2  | 1  | 8    |
| Lam Long Wan    | 6  | 3  | 0  | 3  | 6    |
| South China     | 4  | 3  | 0  | 1  | 6    |
| Police          | 6  | 2  | 0  | 4  | 4    |
| Ewo Chinese     | 5  | 1  | 1  | 3  | 3    |
| Hung Kui School | 5  | 1  | 0  | 4  | 2    |

**Kowloon's Team**  
The following have been selected to represent the Kowloon 1st XI. v. Hong Kong Club on Hong Kong Club ground, on Saturday, Nov. 17, kick off at 4.15 p.m.:—  
Angus; Guest, Fife; Hedley; McKelvie, Hayes; Cleme, Cornwall; Spary, Baldwin, Miles. Reserve: Dunnett.

## HOME RUGGER

London, Nov. 3.  
The weather was fine to-day but owing to the recent rains the football grounds were in most cases heavy.

The following were the chief Rugby match results:—

Yorkshire 21, Durham 3.  
Cheshire 5, Lancashire 3.  
Cumberland 3, Northumberland 3.  
Cambridge 20, Leicester 3.  
Blackheath 25, D'port Services 11.  
Oxford 19, Richmond 0.  
Northampton 10, Guys Hospital 0.  
O.M.T. 19, Cham Services 10.  
Swansea 8, Gloucester 0.  
Harlequins 9, Bristol 6.  
Cardiff 20, St. Barts 6.  
D'port Albion 15, D'port Services 3.  
Sandhurst 35, Naval Colleges 0.

## GOLF

In the Adamson Cup qualifying competition for November, A. Brooksbank, with 93—24=69, qualified. Other scores were G. McLeod 91—14=77, J. Stewart 92—15=77, E. Moore, 95—15=80. There were 10 entries.

## EXCHANGES.

### TO-DAY'S QUOTATIONS.

|                                    |           |
|------------------------------------|-----------|
| On London—                         |           |
| Bank, wire .....                   | 2/- ¾     |
| Bank, on demand ..                 | 2/- 5/16  |
| Bank, 30 days' sight ..            |           |
| Bank, 4 months' sight ..           | 2/- ½     |
| Credits, 4 months' sight ..        | 2/1 ¾     |
| Documentary 4 months' sight ..     | 2/1 ¾     |
| On Paris—                          |           |
| On demand .....                    | 1257½     |
| Credits, 4 months' sight ..        | 1332½     |
| On Berlin—                         |           |
| On demand .....                    |           |
| On New York—                       |           |
| On demand .....                    | 49½       |
| Credits, 60 days' sight ..         | 50½       |
| On Bombay—                         |           |
| Wire .....                         | 134¼      |
| On demand .....                    | 1-¼       |
| On Calcutta—                       |           |
| Wire .....                         | 134¼      |
| On demand .....                    | 134¼      |
| On Singapore—                      |           |
| On demand .....                    | 86½       |
| On Manila—                         |           |
| On demand .....                    | 98¼       |
| On Shanghai—                       |           |
| On demand .....                    | 77½       |
| On day's sight (private paper) ..  |           |
| On Yokohama—                       |           |
| On demand .....                    | 105¼      |
| Gold Leaf, 100 fine (per tael) ..  | 9.55      |
| Sovereigns (Bank's buying rate) .. | 26 11/16  |
| Silver (per oz.) ..                | 4% prem.  |
| Chinese Copper Cash nom.           | 6% prem.  |
| Chinese Copper Cents 6% prem.      |           |
| Rate of Native Interest ..         | 7% p.a.   |
| Chinese Sub. Coin ..               | 31¼% dis. |
| Hong Kong Sub. Coin Par.           |           |

### LONDON EXCHANGES.

|                            |            |
|----------------------------|------------|
| London, Yesterday.         |            |
| Paris .....                | 124.10     |
| New York .....             | 4.84 13/16 |
| Brussels .....             | 34.89      |
| Geneva .....               | 25.20      |
| Amsterdam .....            | 12.08½     |
| Milan .....                | 92.55      |
| Stockholm .....            | 18.14      |
| Berlin .....               | 20.35      |
| Copenhagen .....           | 18.19      |
| Oslo .....                 | 18.19      |
| Vienna .....               | 34.495     |
| Prague .....               | 163¾       |
| Helsingfors .....          | 192¾       |
| Madrid .....               | 39.075     |
| Lisbon .....               | 107 7/16   |
| Athens .....               | 375        |
| Bucharest .....            | 805½       |
| Rio .....                  | 5 29/32    |
| Buenos Aires .....         | 47½        |
| Bombay .....               | 1/6 1/16   |
| Shanghai .....             | 2/7 ½      |
| Hong Kong .....            | 2/0 ¼      |
| Yokohama .....             | 1/11 1/32  |
| Silver Spot .....          | 25 11/16   |
| Silver Forward .....       | 25¾        |
| —British Wireless Service. |            |

A special issue of a 3d. Australian postage stamp was made in connection with the International Philatelic Exhibition at Melbourne.

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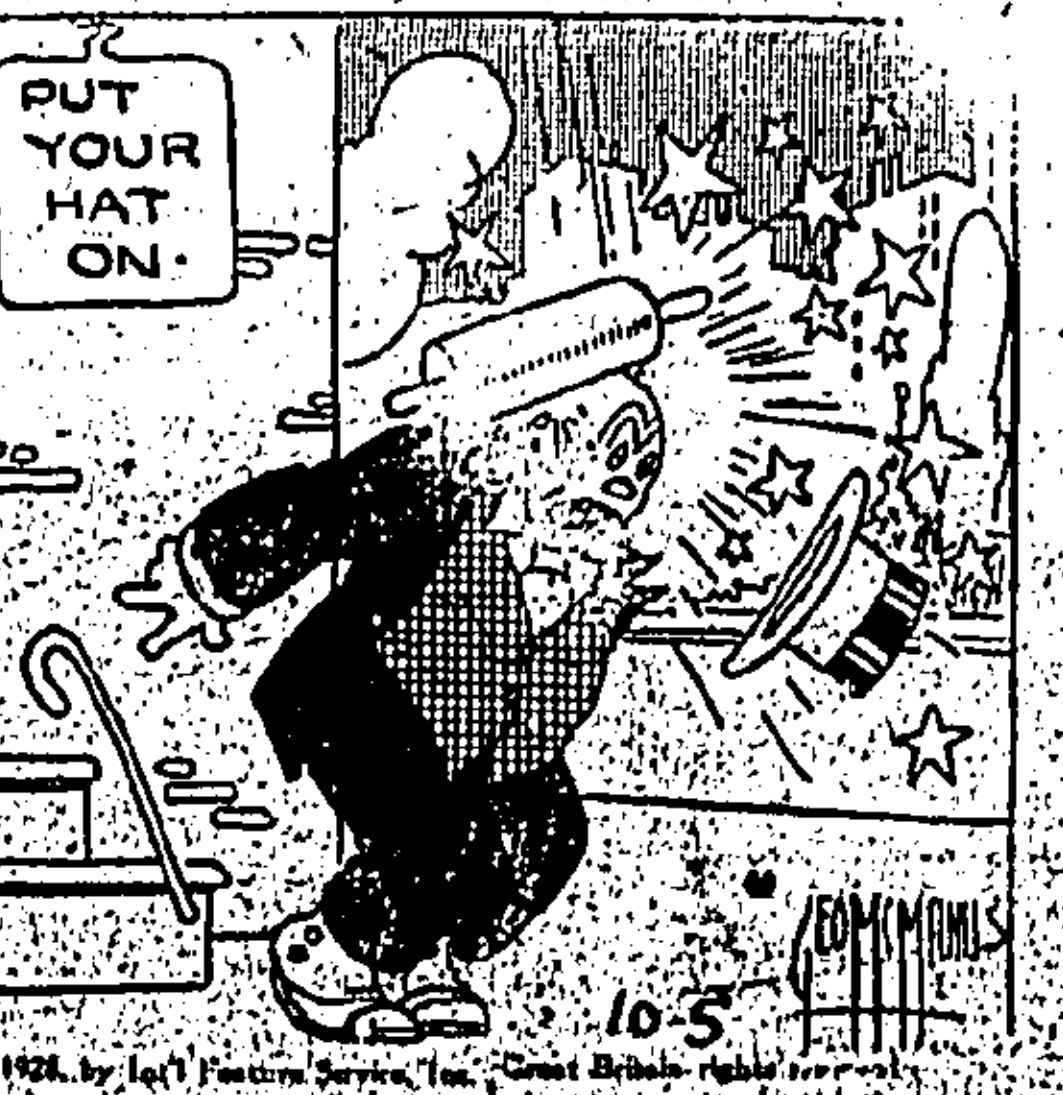
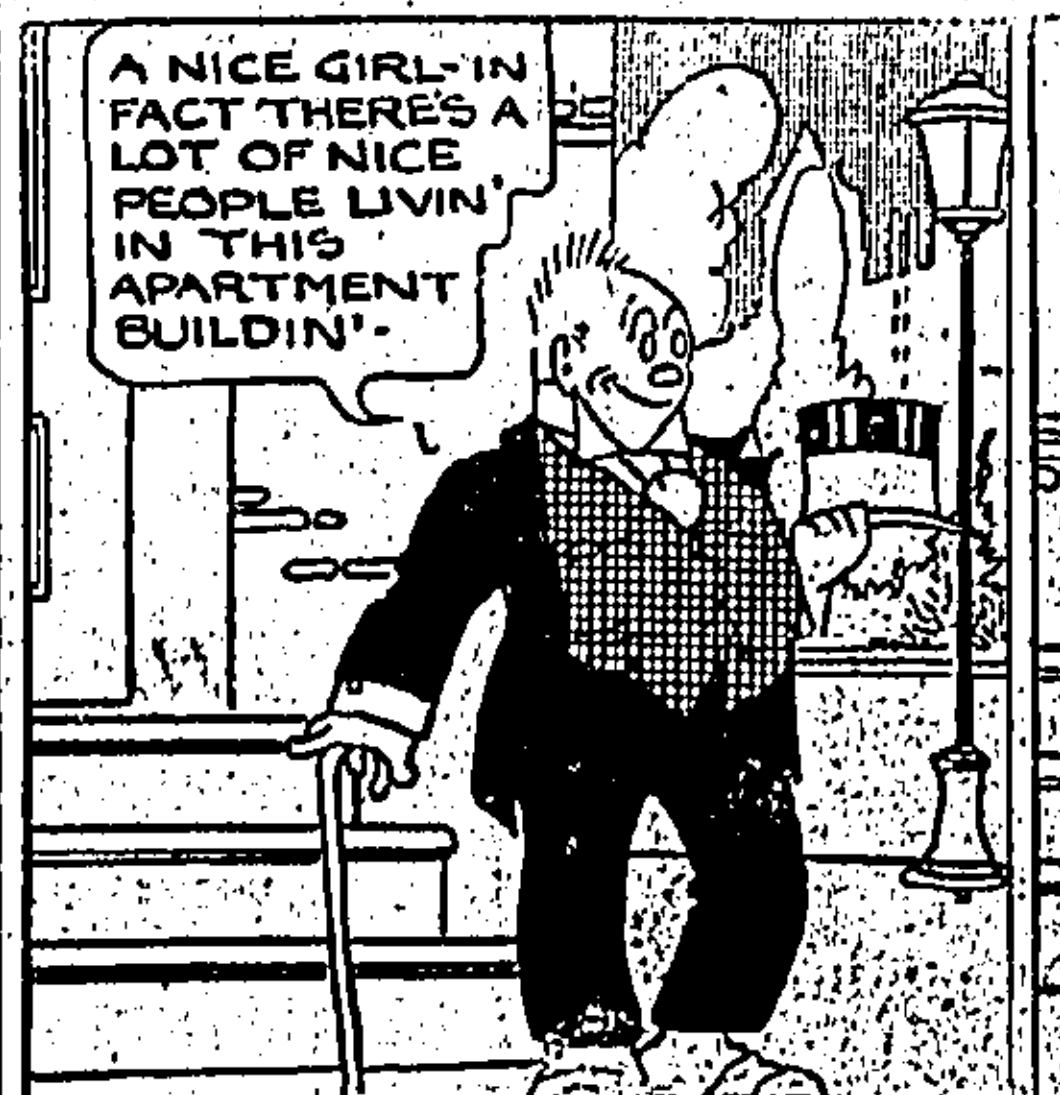
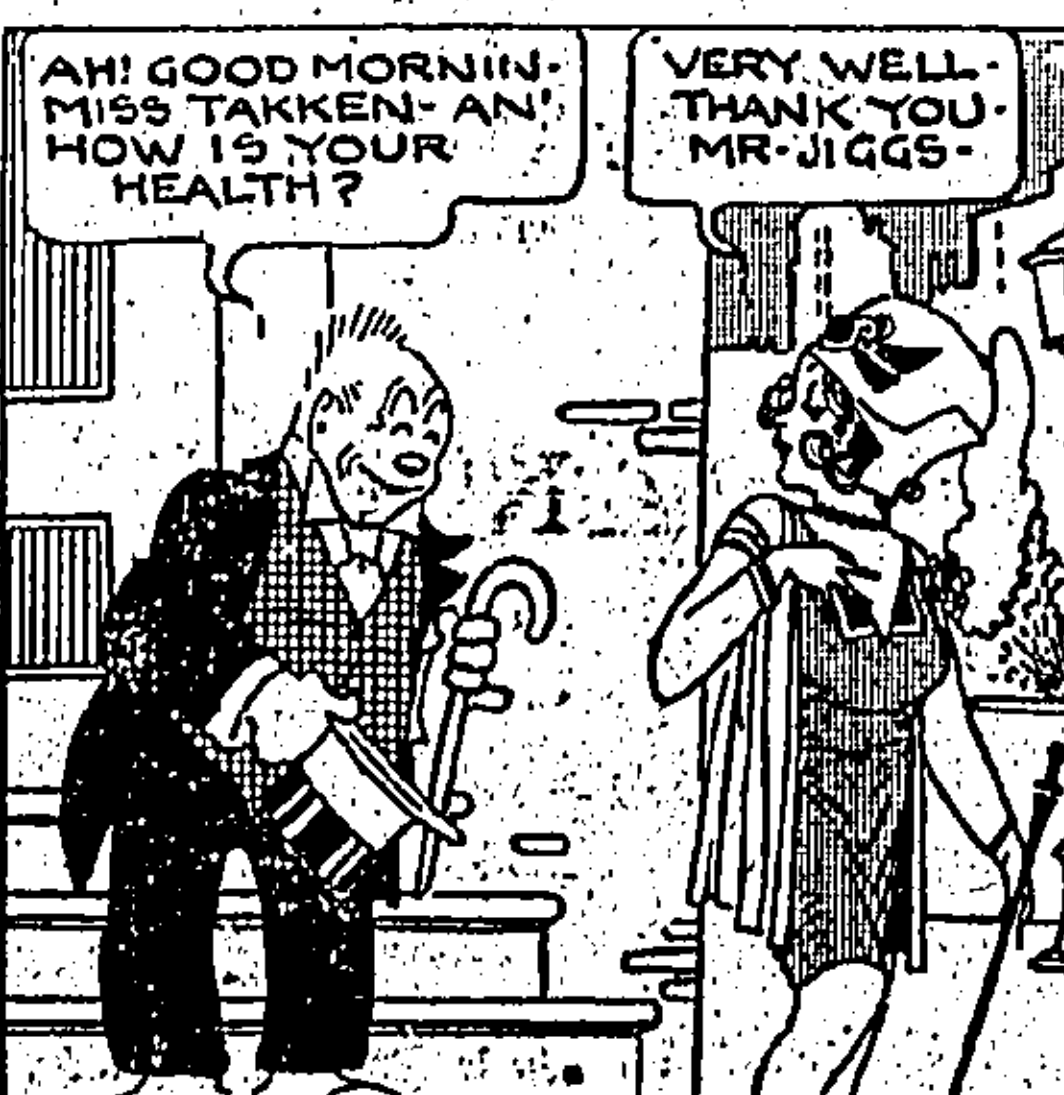
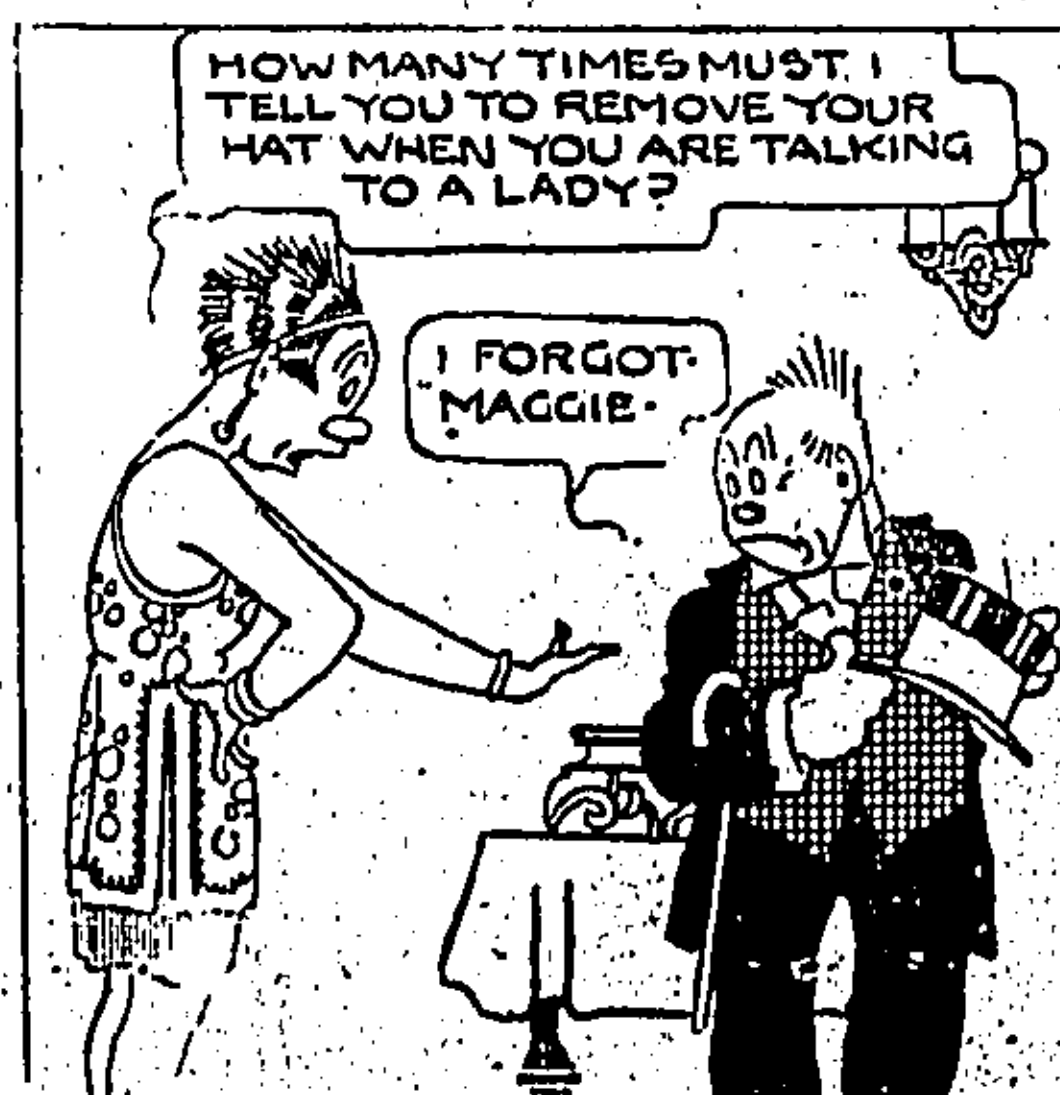
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## BRINGING UP FATHER.



# WORLD NEWS IN PICTURES.

France Honours A Nurse



General Gouraud, the one armed soldier of France, pinning the medal of Chevalier of Legion of Honour on Victor Morawitz, a nurse. The citation was for heroic service while nursing a few miles behind the front during the Great War.

Soviet Leader's Holiday



Wearing the smock of a peasant of the Urals, and sharpening a hap-knife in a smithy's forge of his native village of Verehnaja Troitza, is how M. Kalinin (above), President of the central governing body of Soviet Russia, relaxes from the cares of state. It was his first vacation since assuming the leadership on the death of Lenin.

Miss Ziegfeld and Her Pet



Miss Patricia, the daughter of Florenz Ziegfeld and Mrs. Ziegfeld (Billie Burke), feeding one of the bears from a Canadian hunting camp.

World Champion?



Andre Routis, of France, who claims featherweight boxing championship of the world by virtue of his 15-round victory over Tony Canzoneri.

Tennis Champion



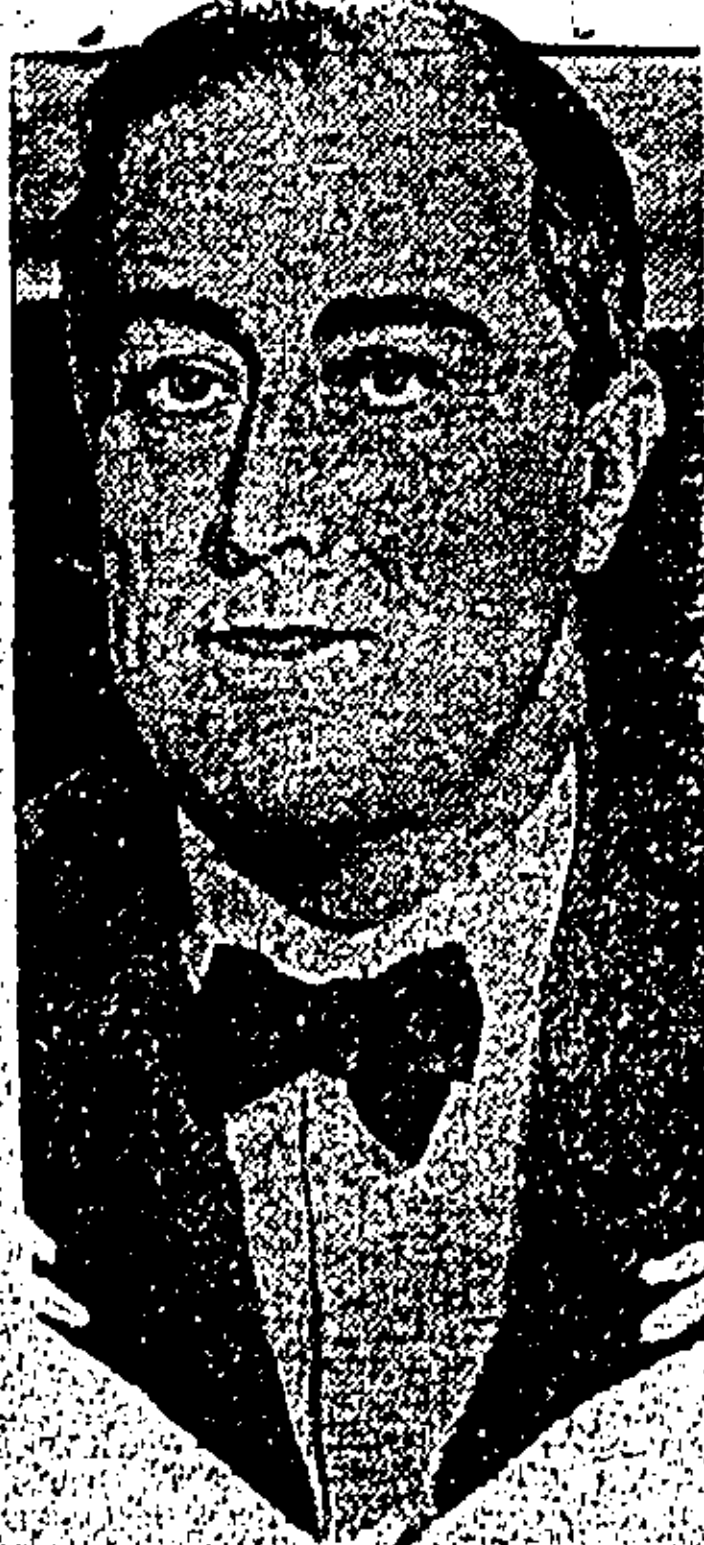
Henri Cochet, the great French tennis star, with one of his latest trophies.

A Paris "Model"



Kathleen Kroaby, formerly a Folies girl and latterly a favourite model for Jean Patou in Paris.

He Is "Drafted"



Mr. Franklin D. Roosevelt, a former Assistant Secretary of the U.S. Navy Dept., a noted Democrat.

Bobby Jones's Smile of Victory



Bobby Jones, with his golf trophy after defeating T. P. Perkins, the British amateur champion, 10 up and 9 to play. At left, Bobby Jones playing out of a bunker.

Earl Sande's Last Race



Earl Sande, the American jockey who beat Steve Donoghue in a special race, has ridden his last race and henceforth will run a stable of his own. He is shown hanging up his boots after his last ride as jockey.

Miss Glenna Collett



Miss Glenna Collett, the American golfer who has played several times in Britain, won the U.S. women's national championship for the third time, with her trophy.

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**ACCESSORIES**—Hong Kong Hotel Garage, Queen's Road, C. 4759.  
**ACCESSORIES**—The Duro Motor Co., Nathan Road, Kowloon, K. 226.  
**AUTO-TOTAL FIRE EXTINGUISHERS**—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.  
**COLUMBIA BATTERIES**—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.  
**FIRESTONE TYRES**—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, C. 1247.  
**MILLER ACCESSORIES**—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
**MILLER TYRES**—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.  
**PRESTOLITE BATTERIES**—Hongkong Hotel Garage, Queen's Road, C. 4759.

### PARIS SALON

SPECIALITY OF SIX CYLINDER CARS

NEW MODELS

At the Paris Salon, the first of the European series of international motor shows, the Fiat Company will make a speciality of six cylinder models. There will be an exception, however, in the 9 h.p. model, known as Model 509, which, having a piston displacement of only 990 cc., has four cylinders. This car has met with such a wonderful degree of success that there is no intention of abandoning it, and it is being continued with only detail mechanical changes. A very attractive new body on this chassis is the four-passenger Royal Coupé. It has a wide door on each side, individual seats for the driver and for the passenger by his side, and a full width seat at the rear. The body is of metal, nitro-cellulose painted in attractive colours, and has a single piece windscreen, windscreen wiper, a tinted sunshade, a spare wheel carried across the rear, with a leather cover, and aluminium discs on the wheels which give a finishing touch to a very handsome car. Of the various Fiat six cylinder cars, perhaps the most important is the one known as Model 520 rated at 17.2 h.p., and having a side valve engine of 68 by 103 mm. giving a piston displacement of 2,244 cc. This car is being shown with a complete range of open and closed bodies, very handsomely finished, with harmonious colours, and most completely equipped.

#### Oil Purifier

An entirely new car is the Model 521, presented to the public for the first time at the Paris Salon. This chassis has a detachable head six cylinder engine of 72 by 103 mm. bore and stroke, with a carefully balanced seven bearing crank shaft fitted with a vibration damper. The pistons are of aluminium of a special design preventing all "slap" when cold, and the camshaft is driven by a chain which is absolutely silent, even at high engine speeds. A Solex carburettor is fitted, with an air choke to facilitate starting and an exhaust heated induction pipe assuring perfect vaporization of the mixture within a few minutes of starting up. In addition to the usual filters, there is an oil purifier for the lubricating oil. Ignition is by battery and distributor, with automatic advance over a range of 20 degrees and hand controlled advance for 15 degrees more. The gearbox, which forms a unit with the engine, provides four forward speeds. At the base of the change speed lever there is a lock rendering it impossible for any person not in possession of the key to make use of the car. Very powerful four wheel brakes are fitted, but the self-wrapping device incorporated in them makes the effort necessary to apply them almost negligible.

#### Roomy Models

By reason of the chassis dimensions, it is possible to fit handsome and comfortable bodies, and among the styles being standardized are a seven-passenger Veymann saloon, a five passenger coupé, and a seven passenger open body. Mechanical construction has reached such a degree of perfection that attention has been focussed on body lines and finish with, in this case, most excellent results. The lines of the various bodies are harmonious, the colours are well chosen and perfectly executed and the interior elegance of the closed bodies is of a nature to surprise, particularly in view of the moderate price of this car.

Another new Fiat model exhibited for the first time is the 525 S. This is a bigger and more luxurious car than the others, with a six cylinder engine of 82 by 118 mm. bore and stroke, thus providing a piston displacement of 3,740 cc.

#### Domed Mudguards

Embodying thirty years' experience, this is a car of exceptional mechanical value, carrying bodies of the most pleasing lines and the highest finish, thus creating an ensemble which will satisfy the most exacting and experienced of motorists. This new model has a wheel base of 9 ft. 10 in., with a wheel track of 56 inches. It is equipped with steel spoke wheels; two

### MOTOR SALES

BIG CORPORATION MAKES SURVEY

SOME HARD TESTS

An eight month period in which each month showed an increase in export factory sales over the corresponding month of last year has been completed by The Studebaker Corporation of America. Factory sales for the first eight months of 1928 exceeded sales for the same period last year by 29.6 per cent.

In the United States, retail sales of Studebaker and Brakine cars each month for the last 13 months have shown a gain over the corresponding month of the previous year. The reception given the new Studebaker President Eight models since their introduction is of particular interest. Presented to the American motoring public in January, this car has met with such general approval that in less than seven months, official registrations showed that it was outselling every other eight cylinder car manufactured in the United States.

The President Eight holds five new world speed and stamina records, established when four stock models travelled 30,000 miles July 21-August 9 on the Atlantic City Speedway near New York at average speeds ranging from 64 to 68 miles per hour. Official recognition of the new world records recently was granted by the International Association of Recognized Automobile Clubs (of Paris).

In the United States, Studebaker cars have won official speed and endurance for fully equipped stock cars than all other makes of American cars combined. A total of 114 official American records, all made under sanction and supervision of the American Automobile Association, are now held by Studebaker.

Three new records for the course, and a new speed mark for American cars, were established recently by a stock model Studebaker Commander Roadster over the 106-mile "proving ground" of "The Daily Guardian," one of the leading newspapers in Sydney, Australia. The Studebaker was driven by Norman "Wizard" Smith, veteran Australian driver. He was accompanied by J. O. Sherwood, whose account of the test appeared in the August 10th issue of "The Guardian."

The first course record to be shattered by the Commander was in the hill climb test over Bulli Pass, an ascent of 2-1/4 miles, which was completed in 3 minutes, 16-1/5 seconds. The previous record of 3 minutes, 34 seconds for the climb was made in 1925.

Starting from a standing start, and going through all gears, the half mile acceleration test was completed by the Studebaker in 33-1/5 seconds. The average speed of 54.2 m.p.h. set a new mark for "Guardian" test cars. The next mile was covered in 48-1/5 seconds, a speed of 74.7 m.p.h. This proved the fastest time ever registered by an American car for the distance over the course.

On arriving back in Sydney at the end of the 106-mile run, it was found that 2-1/2 hours had been required for the test. An average speed of 42.4 m.p.h. had been maintained, which set a new record for the circuit. When the petrol tank was filled it was found the Studebaker had averaged 18.5 miles to the Imperial gallon.

A recent cablegram from Paris announced that the International Association of Recognized Automobile Clubs, Paris, had granted Studebaker five world records set by a stock model President Eight Roadster when it travelled 30,000 miles in 26,326 minutes under supervision of the American Automobile Association at the Atlantic City Speedway near New York. With these world records, 114 official American records, 48 Australian records won under supervision of the Royal Automobile Club of West Australia and the four new marks set over the "Guardian" course, Studebaker performance is assuming an international significance.

spares are provided, there being set in wells on the front mudguards, to left and right of the bonnet. Handsome domed mudguards, a one-piece windscreen, bumpers front and rear, and innumerable conveniences and accessories form the standard equipment of this model.

### WHEELS WARFARE

THE FRUITS OF ARMY MECHANISATION

ALL TYPES

Amongst the changes that were bound to follow as a result of the Great War, possibly not a single one is more astounding than the alteration brought into the conduct of war itself. Some indication of the important role which motor transport could play in the waging of modern campaigns was given during the 1914-1918 era, but the development that has actually taken place in the mechanised arm of the Service has exceeded even the most optimistic dreams.

The result of the recent Army manoeuvres in Sussex has been to conjure up vivid pictures of the time when every soldier will motor into battle and one is bound to speculate on the probability of "mechanical" taking the place of "infantry" in the Army vocabulary. The Army of the past "marched on its stomach." That of the future will certainly move "a-wheel."

So sweeping is the change which is being brought about by mechanisation that wheels are now indispensable to the ready and rapid movement of troops, and the infantryman and the trooper are making way for the men who understand machinery. Petrol is the moving "spirit" of the up-to-date British Army and that spirit of displacing hay as the fodder that is most essential. Where one gallon sufficed before the war, thousands of gallons are now needed, and although it may yet be some years before a soldier will be conveyed to the advanced areas by motor bus or char-a-banc, there is no doubt that the recent manoeuvres have demonstrated that the mechanical transport section of the Army is assuming increasing importance.

#### Observation Cars

Every type of mechanically propelled vehicle was in evidence during the mimic warfare in Sussex, doing indispensable and useful service. Even the ordinary "push-bike" was pressed into service when necessary while the despatch rider still relies on his motor cycle.

Where commanding and staff officers once surveyed operations mounted on horseback, there is now a fleet of cars varying from "babies" to six-cylinder "sixties," all of them, very properly, of British make. The car park outside headquarters is a constant reminder that the cars which the ordinary civilian motorist uses for business or pleasure are capable of much sterner work when necessity occasions. Every kind of vehicle is now found to serve the purpose of military operations, for the Army needs all the transport that industry needs, and much more besides. At one end of the scale is the light delivery van such as the local tradesman uses, while in contrast there is the huge six-wheeled, pneumatic-tired vehicle which carries its cargo of machine-guns or infantrymen smoothly over the steepest and deepest hillocks and hollows.

The mechanical transport section of the Army is for ever exercising the inventiveness of the British motor engineer. It demands from him a small "semi-track" vehicle which may be seen hustling signallers or staff over broken ground to some new location. It demands a full-track vehicle for towing 18-pounders or howitzers and carrying gun crews; it demands a monster 12-ton tank that snorts and rattles over and through obstructions at a speed that seems more suitable to a modern road; and it demands the light two-men tank with its curious steel protection.

#### The Future

Just what further developments may take place in this section is a matter which the future only can determine, but there is no possible doubt that the requirements of the War Department, Authorities and the efforts which British Manufacturers have made to meet these requirements have had most beneficial results upon the British Motor Industry.

The modern six-wheeled vehicle may be instanced as a case in point. It was undoubtedly a result of the demand from the Military Authorities for vehicles which would be equally suitable for road and cross-country employment, that caused British manufacturers to turn their attention to the design and production of six-wheeled vehicles with the consequence that not only has a type of vehicle been evolved which satisfies the requirements of the War Department, but the call by users

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for large-capacity vehicles for passenger and goods-carrying services has been responded to. Designed as this type of vehicle is for satisfactory service over any kind of road, or where no road at all exists, it has also been found to be ideal for Colonial and Dominion requirements and British-made six-wheeled vehicles are now providing the ready and efficient means of transport where previously, in many cases, no form of communication at all existed, or where at the best such transport as was possible was provided by means of animals.

In addition to the benefit that has thus accrued to the Manufacturer, the User has also indirectly benefited by the development of this type of vehicle, for not only has it been possible for Manufacturers to meet the demand for vehicles capable of larger capacity than heretofore, but by the equipping of these vehicles with pneumatic tyres the owner enjoys a lower rate of taxation in this country by reason of the differentiation in the scale of taxation on commercial vehicles between those fitted with pneumatic tyres and those not so equipped. A further result of fitting such tyres has been to give increased life to the machine, due to the reduction in the force of road shocks thus felt by the chassis and its members. The fitting of the extra axle, too, gives to the six-wheeler the important advantage that as all the rear wheels take a share of the drive and of the load at all times the coefficient of road adhesion is greatly in excess of the ordinary four-wheeled vehicle with consequent increased load-supporting capacity on soft ground and the reduction of possible wheel skidage.

The stringent tests to which vehicles are submitted by the War Department ensures that the Owner, in acquiring a vehicle of a type which had passed these tests, obtains one that can be relied upon to give satisfactory service under all conditions.

The development of the semi-track and full-track tyres of vehicles has been to a very large extent fostered by the requirements of the Military, and these types of vehicles, too, have been found to be eminently suitable for overseas requirements, particularly in certain areas, and are further serving to enhance the reputation for value

and sterling quality possessed by British-built vehicles.

It is not to be assumed, however, that the assistance rendered to the British Motor Industry by the War Department has been limited to six-wheeled vehicles and other special types at the expense of the ordinary four-wheeled type, for the encouragement of the latter has been fostered to a large extent by the War Office Subsidy Scheme. The object of this Scheme is to encourage the use of certain types of motor vehicles, known as the "Subsidy Type" vehicles, so that in the event of a National Emergency the Government may rely on being able to obtain a reasonable number of vehicles conforming to their requirements, thus reducing to a minimum any question as to the interchangeability of spare parts. Included under this scheme are the four-wheeled 30-cwt. to 2 ton lorry, and the six-wheeled 3-4 ton lorry.

While, therefore, the expansion of the mechanical transport section of the Army was only to be expected in the light of modern developments, the effect has been to react to the benefit of Manufacturers and Users alike, and the modern efficiency of the British-made goods and passenger-carrying vehicle in its peaceful avocations has been largely the result of designing such vehicles for much sterner duties.

### MOTOR HINTS

Careless acceleration will result in a power skid when driving over a freshly oiled road, especially if one rear wheel is on a dry spot while the other is in a puddle of oil.

Do not use the headlights in a fog. They not only blind the other fellow but cut down visibility for you through excessive reflection of light from the mist suspended in the air.

If the car is getting old and has a tendency to shimmy, don't over-lubricate the king pins and steering connections.

Always shift to second gear before you need to. Most drivers make the mistake of waiting until second is urgently needed and by that time low gear is required.



## STUDEBAKER

HOLDERS OF MANY RECORDS

THE A.A.A.

Frequent reference to the American Automobile Association by Studebaker has caused many motorists to ask questions regarding the real significance of this organization and its certification of the 114 American endurance records now held by strictly stock Studebaker cars. Five of these records have been recognized as world speed and stamina records by the International Association of Recognized Automobile Clubs, Paris, since they were established in a test held under A.A.A. supervision.

"What is the A.A.A.?" and "What does the A.A.A. mean?" are some of the queries.

Organized in March, 1902, the American Automobile Association is now the largest motor federation in the world. It is composed of 1066 motor clubs and branches throughout America and has approximately 900,000 members. It is a national civic body, operating without personal profit and officered by responsible business and professional men.

Briefly, the purposes of the A.A.A. are to unite in one body, all American automobile clubs and individual motorists; to obtain local, state and federal aid in the construction and maintenance of good roads; to encourage road travel and transportation and to secure, prepare and disseminate information relative thereto; to support sportsmanlike contest and other movements that will advance motoring interests and to develop service to motorists through clubs.

An example of the part the A.A.A. takes in supervising performance tests is the recent endurance test staged at the Atlantic City Speedway near New York when the Studebaker President Eight travelled 30,000 miles in 26,326 consecutive minutes—the test in which five world records were established. This run was supervised in every respect by A.A.A. officials. The cars that made the run were selected at random from Studebaker's assembly lines by A.A.A. officials.

They were thoroughly inspected and checked by the Technical Committee of the A.A.A. to make absolutely sure that they were strictly stock models. Every lap the cars made around the speedway was timed and checked by A.A.A. judges. After the run was finished the A.A.A. gave its official certification that the two President Eight sport roadsters had covered the 30,000 miles in 26,326 consecutive minutes total elapsed time. Average speeds were 68.87 and 68.33 miles per hour respectively. The two President Eight Sedans maintained speed of 64.15 and 63.99 miles per hour for the entire 30,000 miles.

The timing and checking of the cars was done by 16 men, employed and trained for his job by the A.A.A. The judges and timers did not rely upon their judgment or stop watches, but placed their faith in two electric timing devices that were accurate to a fraction of a second and left no loopholes for human error.

All stops for fuel, oil and relief drivers were also recorded. Pit stops were accurately timed, but were not deducted from elapsed time. In addition it was necessary to keep a constant check on the speeds the cars were making. Consequently the statisticians of the A.A.A. struck a speed average every 50 laps. This average was also noted on the long tape that recorded the imprints of the electric timing machine.

Thus the A.A.A. made positive before it put its official certification on Studebaker's records. Nothing was left to chance. The A.A.A. only deals in facts. That is the reason the Association maintains its position as the court of final appeal for all American motor records, and the reason five Studebaker records established under A.A.A. supervision were recognized as new world records by the International Association of Recognized Automobile Clubs.

The figures below offer analytical proof of the gigantic strains and stresses that each of the four strictly stock Studebaker President Eights so triumphantly withstood when each travelled 30,000 miles in less than 30,000 consecutive minutes at the Atlantic City Speedway near New York City, July 21—August 9:

Total revolutions of each engine, 67,320,000.

Total explosions in each motor, 269,280,000.

Total up and down travel of each motor, 49,087,500 (feet).

Total times each valve opened, 35,600,000.

These figures, the result of slide rule calculations, are so colossal that they are difficult to visualize. But their vastness emphasizes the significant feat of stamina and endurance achieved by the Studebaker President Eight in maintaining better than mile-a-minute speeds for 15 successive days and 18 successive nights.

## BRITISH VEHICLES

VARIOUS RANGES OF LORRIES

LOW PLATFORMS

What is probably the most extensive range of vehicles turned out by a British commercial vehicle manufacturer is that which is offered by the well-known Albion Motor Car Co., Ltd., whose works are situated in Glasgow, a city which has always been famous for its engineering productions. The Albion Company's programme includes, of course, both goods and passenger vehicles, and we will deal with them separately.

The range of goods vehicles includes models for loads of 25 and 30 cwt. to 2½, 3, 4 and 5 tons. The 25 cwt. and 30 cwt. models, and the 2-ton model are all fitted with engine rated at 24 h.p., but developing, of course, very considerably more than this. All the machines are fitted with single-plate dry clutch, four-speed gearbox and overhead worm drive. The wheelbases of these models are 10 ft. 9 in. and 11 ft. 9 in. respectively. These machines have all proved extremely popular with commercial vehicle users, not only in their home country, but also in India, Australia, New Zealand and all parts of Africa. No less than 30 Overseas governments figure on the list of users of 24 h.p. Albions. Many of them use fleets of very considerable size.

Coming to what may be called the middle weight range of vehicles, we find the 30-45 h.p. 2½-ton and 3-ton models. These machines are very similar in general lines, having sturdy and powerful four-cylinder engine, single-plate clutch, four speed gearbox and overhead worm drive. The frames are of exceptionally neat section, and owing to the special steel used, these machines are particularly light, considering their load capacity. The 3-ton chassis weighs approximately 48 cwt., and it is therefore possible for a 3-ton lorry to be turned out weighing slightly under 3 ton.

In the range of vehicles for heavier loads, we find a very interesting production. The Albion Company have introduced in the past year or 18 months an entirely new kind of Overtake vehicle. It will be remembered that in the past certain Overtake vehicles were marketed, but these were merely adaptations of bonnet type models, and consequently suffered on the score of inaccessibility to the engine component parts. The Albion Company's Overtake machines, on the contrary, were designed from the outset to provide vehicles with large platform area, short wheelbase with its consequent small turning circle, and at the same time to be as accessible as the normal bonnet-type vehicles. This object has been fully achieved, and the Albion Overtake vehicles are an outstanding example of British engineering. With a wheelbase of only 11 ft., the 4- and 5-ton models have turning circles of 45 and 47 feet respectively, while a platform up to 14 ft. 9 in. in length can be carried on either model. These models have naturally achieved a very considerable degree of popularity, both at home and abroad, since they combine the advantages of previous Overtake and bonnet-type vehicles, without their corresponding disadvantages. The 5-ton model is fitted with vacuum Servo brake gear as standard.

A particularly interesting point about the Albion range is that all the goods-carrying models mentioned above can be supplied either on solid or pneumatic tyres, and it is a tribute to the advances which have been made in tyre construction, that a large proportion of the heavier Albion models are sold with the pneumatic tyre equipment. The Albion Company have, of course, always made a point of fitting tyres which were adequate in section for the load to be carried. As an example, the 4-ton model is fitted with 36 x 8 in. singles on front wheels, twin on rear wheels. A point which is particularly noticeable on the Albion models from 2½ tons upwards, is the comparatively low platform height which is obtained. On the 4-ton model, for instance, the height of the platform laden is only 3 ft. 4 in. It should also be mentioned here that to meet the requirements of trades where the Overtake vehicles, for any reason, are definitely unsuitable, a bonnet type 4-ton model is marketed. The machine follows the Albion standard practice, but is fitted with the same power unit as the 4- and 5-ton models; an engine rated at 35 h.p., but actually developing 55 h.p. The Overtake vehicles naturally weigh less than the bonnet type machines, and it is found that a 4-ton Overtake vehicle can be put on the road weighing less than 4 tons unladen. This is particularly useful, as it meets the requirements of certain Overseas countries where an 8-ton limit for the weight of laden vehicles is enforced.

Passenger Vehicles. The last model on the goods model range which calls for mention is the 4-ton rigid six-wheeler. This machine is, of course, marketed on

## TESTING BRAKES

INSTRUMENT THAT MEASURES POWER

SHOULD BE ADOPTED

I have frequently suggested, writes the "Morning Post" Motoring Correspondent that some simple system should be adopted for testing brakes by the authorities in England, and that if this were done a very large number of cars would be found to be inadequately braked, while several would be actually dangerous.

Recently I stated that these brake examinations were made frequently in the United States of America, and that large numbers of cars are held up by the police and the brakes tested.

The latest development with regard to trans-Atlantic brake testing is that a British firm has supplied more than 10,000 testing instruments to the American police authorities. These instruments are made by the firm of Tapley and Co., of Totton, Southampton.

The instrument can be clamped to the running board of any car, and will show both the distance in feet in which the car would stop from 20 m.p.h. and the gradient on which the brakes would hold it.

This instrument, if used by our own police authorities, would undoubtedly prevent many accidents. In one district in America 93 cars were stopped in one night, and only 19 passed the test.

## ELIMINATED

SPARK KNOCK IN PONTIAC

G-M-R CYLINDER HEAD

Elimination of the "spark knock" or "engine knock" in the new series Pontiac, has resulted in great improvement in performance. Aside from the objectionable noise it creates, the real harm of the "spark knock" lies in the loss of power and the unnecessary wear that it produces in the engine.

The General Motors Research Laboratories conducted a series of experiments with the idea in mind of eliminating this objectionable feature. After exhaustive research work and experimentation they developed the G-M-R cylinder head which is now used in the Pontiac engine.

The G-M-R head is not the result of "cut and dry" experiments, but the products of scientific research, and in addition to eliminating the objectionable noise it also greatly increases the power and smoothness of performance.

Though the principles involved in the design of this new cylinder head are exceedingly technical, the actual construction of the head is simple, and it is difficult to realize that what it does in a word, is to give high test gasoline performance with ordinary gasoline.

pneumatic tyres only, but the rear axle can be fitted with either single or twin tyres. The Albion six-wheelers embody 30-45 h.p. engine, four-speed gearbox with auxiliary two-speed gearbox, giving eight forward speeds in all. Vacuum Servo brake gear is a standard fitment. The machine has proved its capabilities both on the road and over rough country. Orders have been placed not only by the British War Office and the Government of India, but also by users in Australia and other countries where rough going can be expected.

Turning to the range of passenger vehicles, we find the smallest vehicle offered is mounted on 24 h.p. chassis, various types being manufactured for seating capacities between 14 and 24. The most interesting part of the passenger vehicle range, however, is undoubtedly the low load line models. These machines all embody an engine which, though rated at 30, develops 60 h.p., and these Albion 'buses have a very fine turn of speed. The frame, which is one of the unique features of the vehicle, slopes backwards until the gearbox is reached, then lies horizontally, sweeps over the back axle, and then down to low level behind the back axle, so that an exceptionally low rear entrance can be fitted. Among the users of Albion 'buses will be found London, Midland & Scottish Railway, the Pretoria Municipality, South African Railways and Harbours, and the Cape Electric Tramways. The 32-passenger model has the driver seated in a forward position on the inside of the engine, and is fitted with four-wheel brake gear as standard. Vacuum Servo gear can be fitted if desired by the user. Summing up, we have here a range of British-built vehicles which have been designed specifically with an eye on the Overseas markets by a firm with close on 30 years' experience of commercial vehicle construction. Albions have built up a reputation throughout the world for reliability under the most arduous conditions, and may be taken as typical examples of first-class British commercial vehicle practice.

## AUTOMATIC CAR

NO GEAR LEVER OR CLUTCH

EASILY CONTROLLED

I recently drove what can honestly be described as "a dream car," writes the "Morning Post" Motoring Correspondent.

The exterior appearance of the car was that of a perfectly normal little "Gwynne 8," but the first thing that struck one on getting into the driving seat was the absence of a clutch pedal and gear lever. To start all one did was to press the accelerator pedal and the car accelerated smoothly and quickly, while to stop one simply pressed the brake pedal.

Variable Speed Gear. The car, in fact, had neither gear box nor clutch in the ordinary sense of the word, as it was fitted with the Robertson Automatic Variable Speed Gear, a British invention, which, in fact, abolishes all need for gear-changing and for the use of a clutch.

Briefly stated, the gear is a friction one, and is controlled by a governor. As the engine speed increases, the governor weights, which are inside the engine fly-wheel, fly outwards, and through cams and a conical friction surface the gear ratio is altered in conformity with the speed of the engine.

The result is that an infinitely variable automatic gear is obtained. In addition an automatic clutch connected with the governor puts the engine to neutral, when it is just turning over. To drive a car fitted with this gear is then simplicity itself. All one has to do to start is to press the accelerator pedal and the car glides away, the gear automatically going higher as the speed of the engine increases.

For those who cannot deal with the intricacies of the conventional gear box, a car fitted with this invention is therefore ideal, to mention nothing of the mechanical advantages.

"Joy Stick" Control. I can hear, however, grumbles from the gear-box experts who like to change down, and who look upon correct gear manipulation as a relief to the general monotony of driving. Now, as a matter of fact, they need have no fear, as with this invention the manufacturers have thoughtfully provided a control, which they call the "joy stick," whereby it is possible to alter or hold the gear in any position desired. This is a simple lever, like an ordinary brake lever, and to lower the gear ratio the driver simply pulls it towards him, while to allow the engine to operate automatically, he pushes it away. He can, therefore, change down at any speed through an infinite number of ratios, either using his engine as a brake, or if he wants sustained and fierce acceleration up hill he can keep the gear down longer than the automatic gear would allow.

On the test that I made of this invention I found that with the little engine, really amazing acceleration figures could be attained. The car would shoot away in traffic from far more powerful vehicles, no time being lost in gear changing. It could be started away smoothly from a standstill on any gradient, and it was impossible to stall the engine, as directly it had got down to the idling speed the gear was automatically in neutral, or free. Again, when going downhill, the engine could be used as a brake, by simply pulling back the joy stick, and this would hold the car on almost any gradient.

The gear is at present made for small cars, but sets are being made for larger vehicles, and one for a tank of 20 tons weight. Not only should it have great possibilities for the ordinary driver, but it should also be of great service in racing cars.

Friction Linings. I cannot conceive how any car would live with an ordinary gear box when pitted against a similar engined vehicle with the R.A.V.S. gear in a race, however, skilful the driver, as with the friction gear the speed of changing the infinite number of ratios is so much greater.

I was told that, on the car concerned the friction linings had not been renewed for 30,000 miles, and even should wear take place the linings are easily replaced at a small cost. It is also stated that the R.A.V.S. gear is cheaper to make than an ordinary gear box and can be removed or fitted to the car in a few minutes.

The G. W. R. Company directors have ordered 189 goods motor vehicles for additional services in country districts to link up with the railway.

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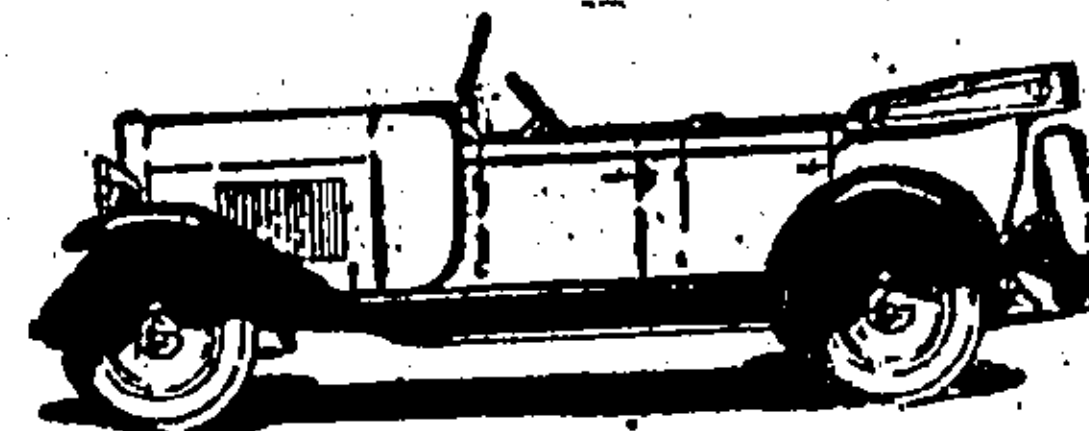
Body lines that reveal a scientific understanding of proper proportion—interiors whose appointments express exacting taste—things that you naturally expect of fine cars. Oldsmobile Six gives you all these—at a price within the range of millions.

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| Roadster       | MS\$2,500.00 |
| Sedan (2-door) | MS\$2,600.00 |
| Sedan (4-door) | MS\$2,800.00 |

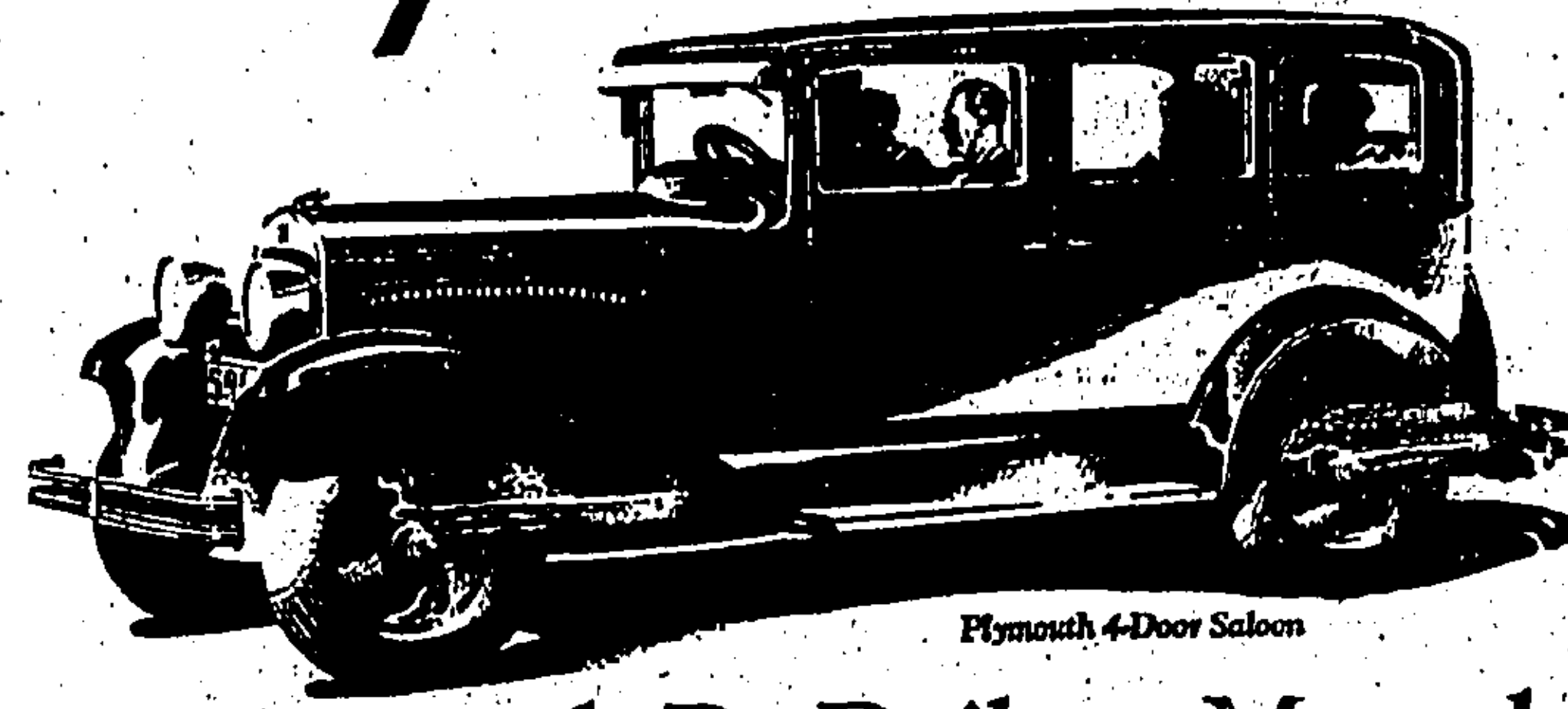
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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



A FINE CAR OF LOW PRICE

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Plymouth

Plymouth 4-Door Sedan

"Can Enough Be Built to Meet the Demand?" That's What They All Ask as Soon as They See and Ride in This Remarkable Car



The low-priced car market is undergoing a terrific upheaval. On all sides you hear enthusiastic approval of the new triumph of Chrysler engineering—

The New Plymouth.

The hundreds of thou-

sands who have already inspected the Plymouth details and have experienced its smooth and economical performance, its luxurious comfort, have enthusiastically acclaimed it as setting up an entirely new high measure of low-priced quality and value.

And naturally, they have

asked what is only an obvious question after seeing the new Plymouth—"Can enough be built to meet the demand?"

Be sure to see the new Plymouth. Check it over in detail. Don't be content until you ride in it and drive it. Then you too will ask, "Can enough be built to meet the demand?"

Price \$2,500

Completely equipped, with leather upholstery.

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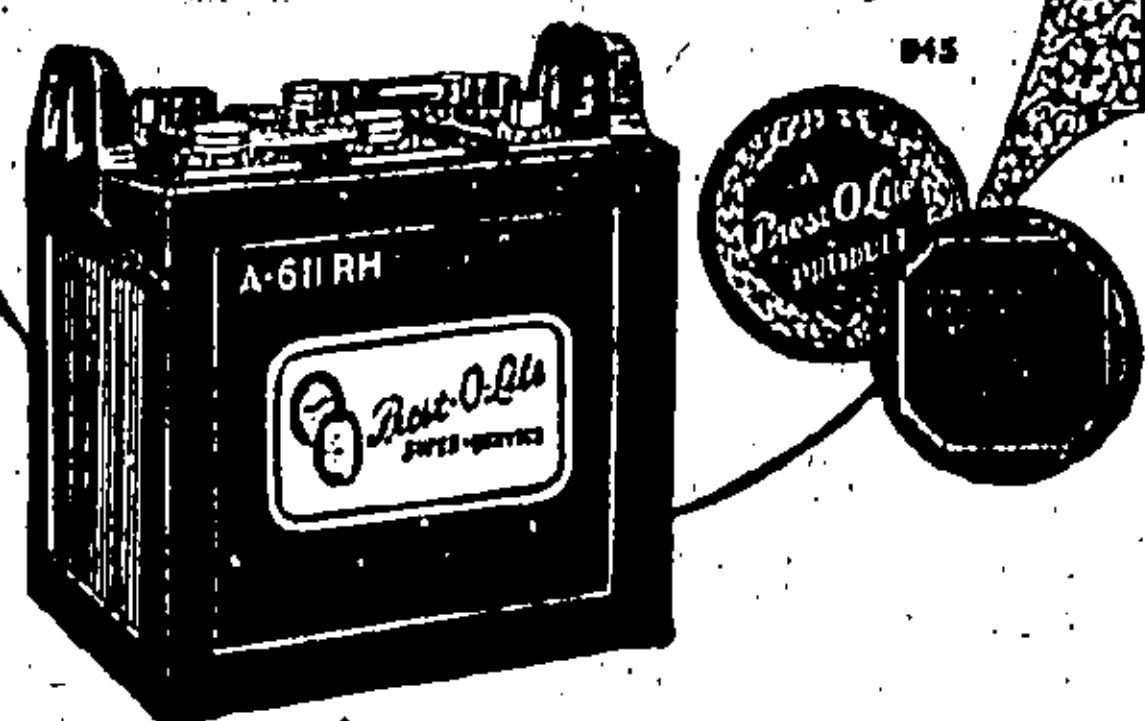
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**PREST-O-LITE** Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

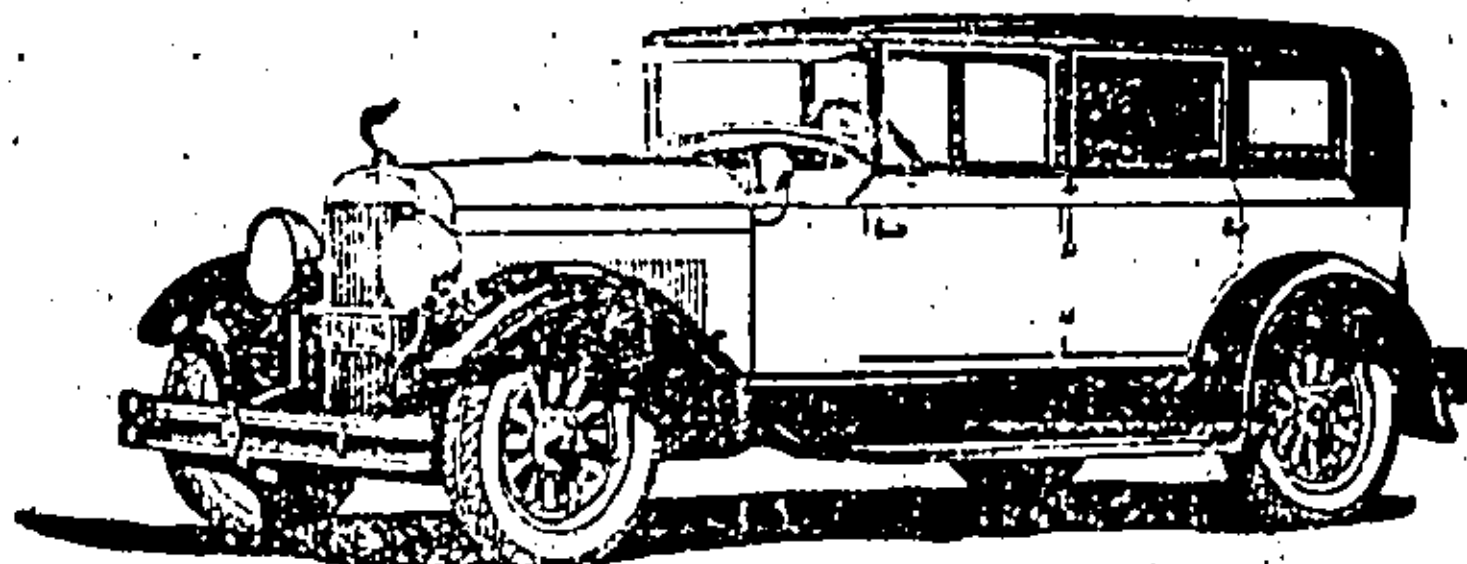
The separators in this battery are made of especially selected and treated cedar—for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

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**\$2,250**

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Telephone C. 6.

### T. T. RACES

UNWANTED TYPE OF MOTOR-CYCLE

"ALL WRONG?"

[By Laurence H. Cade]

The Tourist Trophy Races are all wrong. That is a bold statement, but it is right. We are developing a motor-cycle which is not wanted by riders and which is likely to be unpopular among the general public.

The Maux classics have served a great purpose, and they may continue to do so, but only by drastic alterations in the conditions and regulations. The present-day motor-cycle is wonderfully efficient. At next-to-nothing costs it will take its rider over all roads, and its general performance is very much higher than that of any car which, on a price basis, comes within the consideration of the hundreds of thousands whose road-faring must, of necessity, be cheap.

There is no need to make our machines any faster, and it is important that we should make them quieter and cleaner. The average racing machine in the Isle of Man this year was something of a monstrosity. It had a small engine and immense outside "gear." The overhead valve mechanism on some of the "mustard-pot" engines stood out like antlers.

Machines generally were very much too heavy, and they were also very much too "consumptive." It is time we broke away from regulations which are encouraging the production of speedier, noisier, and heavier mounts.

Programme Suggestion.

The three years' agreement which was entered into by the Maux authorities and the Auto-Cycle Union is now at an end, and because this is so, the question will be reopened as to (1) Whether the races should be continued; and (2) If so, whether they should be held in the Isle of Man.

I think that the answer should be in the affirmative in each case. But, as I have said, the programme should be different. I think it would be an excellent idea to have a Tourist Trophy Race for 250 c.c. two-stroke machine. This is a type which has come to the front very much of late because of the individual enterprise of a few firms. It has not received the encouragement which is its due, and I think that such a race as I have suggested would cause the big Midlands firms to experiment with light two-strokes.

Most of them have played with the type, but very few have taken it seriously. Why should they? So long as they have a machine which is popular and which sells readily, it would be bad business to introduce an entirely new machine which would call for the purchase of expensive machine tools, and which generally would disorganise the works.

But if they had a real lead, as by the promotion of a Tourist Trophy Race, they would start experimenting in real earnest. The two-stroke engine has very great promise. It is not such a finished article as the high efficiency four-stroke, but it very soon would be, if properly developed.

A Sidecar Race

And what about the sidecars? I understand that the industry was opposed to a revival of the Sidecar Tourist Trophy. But times have changed. The car manufacturers are casting covetous eyes on the cheap passenger market.

I think that the motor-cycle industry should undertake active resistance to the challenge. The sidecar is a superb passenger machine, but it would be unwise to allow it to rest on its laurels. A Tourist Trophy race constitutes excellent propaganda, and I suggest to the industry that anything which will resist the menace of the cheap four-wheeler should be cultivated.

We now have two races in my proposed programme for next year, a 250 c.c. two-stroke solo race and a sidecar race, in which I suggest that 600 c.c. should be the maximum capacity. The third race might be solo contest with a 500 c.c. limit and a class for 350 c.c. machines.

Petrol Consumption

I cannot refrain from barking my shins against the tree of utility. As I have said, we are sacrificing everything to sheer speed, and certain parts of the motor-cycle are being neglected because of concentration on power output. I should like to see a petrol consumption test in a T.T. race, for think that this would set us on the right road to greater economy. A senior solo machine ought to be able to operate at something

### BOAT RACING

INCREASE IN POPULARITY OF THE SPORT

GOOD ENTRIES

The steady increase in popularity of motor boating has ensured exceptionally good entries for the large number of motor boat racing events that have been held at the main yachting centres, and round the coast of Britain this year.

Space would not permit even a summary being given of all these events, but it may definitely be stated that the need for class boat racing is becoming more and more obvious. The restrictions too should not allow the super development of the power unit to proportions inconsistent either with reliability or moderate expenditure, such as has become the case with the 1-1/2 litre class.

The popularity of fast standardised boats, however, should change the aspect of next year's racing activities, and furnish more interesting and successful fast boat events, in which a greater number of those with limited means can participate. High speed racing, by the way, this season has included "the sea mile contest" for the "Motor Boat" Challenge Trophy, arranged with the fourth of a series of high speed regattas, under the management of the Royal Motor Yacht Club of Hythe.

This was won by "Miss Alacrity," the property of the famous Racing Motorist, Major H. O. D. Segrave, at a mean speed of 50.6 knots or approximately 58 M.P.H.

### NEW BUICK

STYLE AND BEAUTY COMBINED

RADICAL IMPROVEMENTS

The world wide reputation of Buick, the unequalled degree of owner goodwill and loyalty and the universal acceptance of the product can be attributed only to the fact that each succeeding Buick was a better car than its predecessor.

Mindful of this public confidence Buick engineers have evolved a new car commemorating the twenty-fifth anniversary of the building of the first Buick. This new car is distinctively Buick insofar as its built quality is concerned. The same fundamental characteristics which have contributed so much to Buick success during the past twenty-five years are present in the new car, but to a much greater degree than ever before. The refinements made in the mechanical construction of the car result in greatly improved performance. These features will not be obvious to the car buyer until he has driven the car but so radical has been the change in appearance that he will at once be impressed with the new body design.

The new body lines are not merely adaptations or copies of existing body style nor do they resemble any cars on the market to-day and yet one glance at them will assure you that they will become as well recognized and admired as the Buick of the past. They are not radical in the sense that they are unconventional but rather are so distinctive, so dignified in their simplicity, so well balanced in their proportion, that they will raise to a new height the standard by which motor cars in its price class are judged.

Inherently the car is better than it ever has been in the past insofar as mechanical construction is concerned. Also it now stands ready to compete on purely an appearance basis with any car on the market regardless of its price class. In brief, the new Buick regardless of its name, would acquire undeniable leadership by virtue of its own beauty.

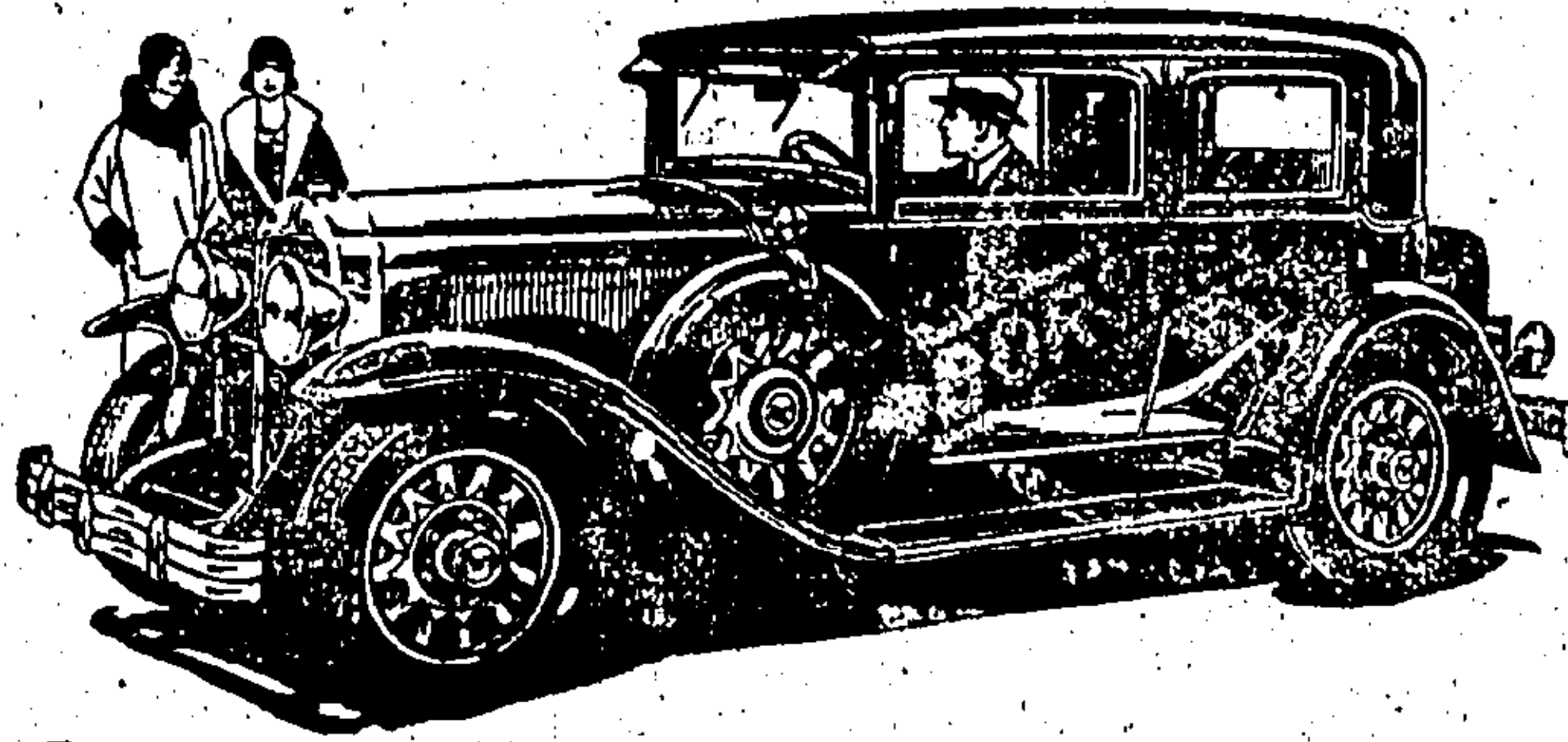
Like 200 miles to the gallon of petrol. This sounds ridiculous, but I cannot forget that I had a 500 c.c. sidecar before the war which used to give me about 100 m.p.g.

The solo motor-cycle will never be challenged by the car, because the latter cannot offer anything like the same sport, but this does not eliminate the need for economy, and so far as the sidecar is concerned, cheap running costs should be the main plank in the platform.

Prove to the road-faring public that the combination is as reliable as the car, and at the same time more capable and very much cheaper, and there is nothing to fear from the mass-production plants from which 2,000 cars may be expected in the near future.

It is really more important to the average rider that a machine should perform cheaply than that it should travel faster than conditions allow, and this being so, the Tourist Trophy Races should take into consideration the economic side of efficiency.

## {The new Buick} is the new Style



Nowhere such beauty and luxury ---- nowhere such pleasing lines and contours ---- nowhere Bodies that equal these new Masterpiece Bodies by Fisher--The entire country is saying, "That's the Style"

Setting an entirely new, a revolutionary, style--introducing what will unquestionably be the trend of smart body-design during the next several years--the new Bodies of the Silver Anniversary Buick are enjoying universal acclaim as the most original and distinctive, as well as the finest and most beautiful ever created by the world-famous Fisher organization!

Here is not only a new car but a new vogue--a vogue of symmetry, born of gently rounded contours instead of plain straight lines--a vogue of distinction, derived from sparkling colors, brilliant chrome-plated nickel and arresting new roof, radiator and

fender design--a vogue of tasteful luxury, composed of finest mohair velvet upholstery, artistic hardware and fittings and new appointments of comfort and convenience not to be found in any other automobile--and the vogue is proving so popular--the motoring public welcoming it so enthusiastically--that this beautiful new Buick continues to outsell all other cars above the very lowest price field by an overwhelming margin!

The entire country is hailing the Silver Anniversary Buick. The entire country is saying, "That's the style!"

## {The Silver Anniversary} BUICK

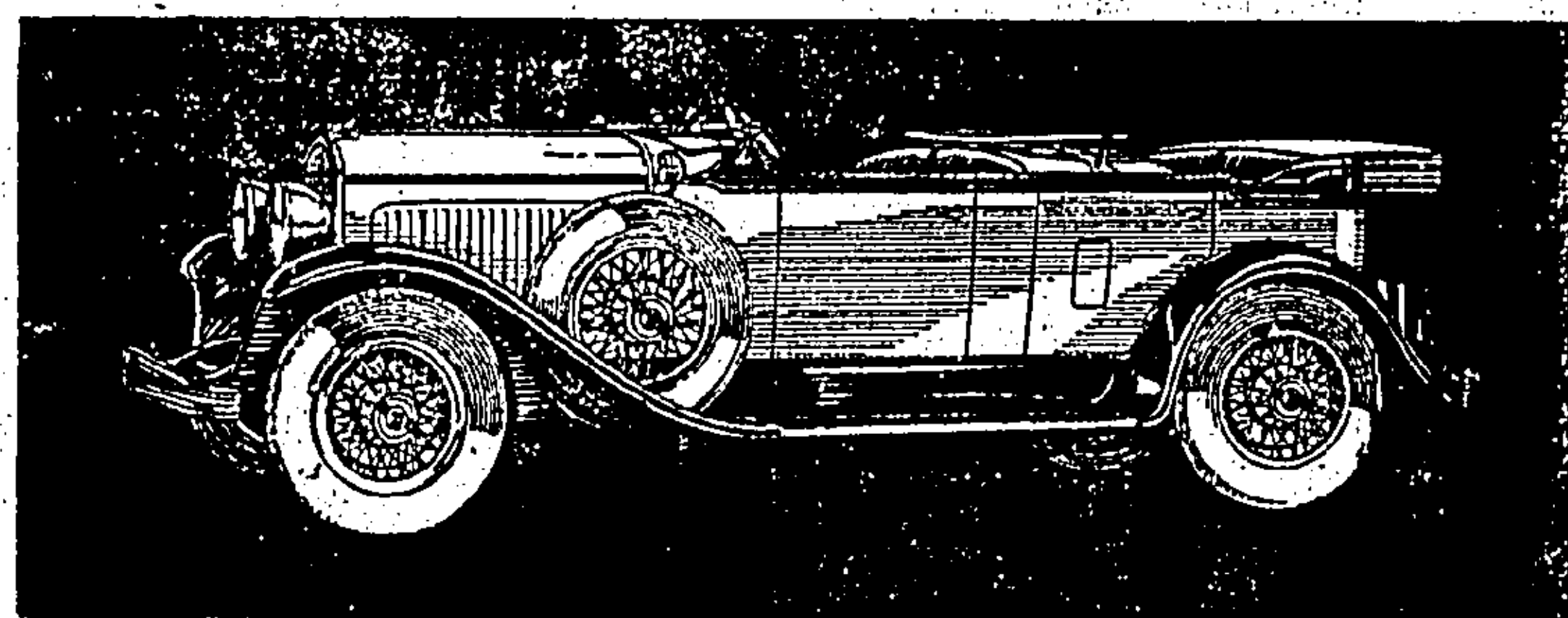
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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

## Not Chrysler--but the Chrysler Public



**B**ROADLY speaking, the measure of any man's success is the size of the public behind him.

He grows as his public grows--as his acts are approved in increasing volume by an increasing public.

These few words tell almost all there is to the Chrysler story--or give, at any rate, the root-reason why Chrysler looms large on the motor car horizon.

Chrysler has never halted or hesitated, because Chrysler is free and has no obligations to anyone but its own public--no limit except the limit of its own creative powers, its own energy and enthusiasm, its own faith in the boundless resources of the nation.

Chrysler quite frankly confesses its intention to try to surpass other cars and other manufacturers--quite frankly admits an enthusiastic ambition for continued leadership in value giving--quite frankly intends to leave nothing undone to earn and deserve and hold the greatest motor car public in all the world.

This, it seems to the Chrysler management, is the urgent need of every manufacturing institution which aspires to satisfy a swiftly-moving public--to realize that it does move, that yesterday is dead, that laurels wither, that today is gloriously alive, that tomorrow calls clamorously for greater and greater endeavor.

Due to arrive per S.S. "President Mackinley."

Price \$4,300

Completely equipped, with rear windshield and 6 wire wheels.

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Tel. C. 4316.

### THE GOLDEN ARROW

SECRECY DISCLOSED IN WONDERFUL DESIGN

SEGRAVE'S AMAZING CAR

Major H. O. D. Segrave is to attempt to recapture the world's speed record from America in a 240-mile-an-hour golden racing car early in the new year, and to-day I am able to give the full details of this car, which will be known as "The Irving-Napier Golden Arrow," says the "Morning Post" Motoring Correspondent.

Changed His Mind

After Major Segrave had taken the world's speed record at Daytona Beach, Florida, in 1927, he announced that he would not compete again, and adhered to this decision when Captain Malcolm Campbell beat his record, but when Captain Campbell's record was lowered by the American, Mr. Ray Keech, he came out of his retirement and announced that a car would be built in which he would attempt to get the record back for Britain.

Since then, under conditions of absolute secrecy, "The Golden Arrow" has been built at the Robin Hood Engineering Works, Putney Vale. Particular care has been taken over the stream-lining of the body, so that it shall offer the least possible resistance to the wind, and to attain this careful experiments have been made in wind tunnels, like those used for testing aeroplanes. The result is a car 28 feet long, but with a frame only 24 inches wide, on which is mounted a cigar-shaped body which will be covered with gold paint. The Napier engine is of the Schneider Cup type, developing about 1,000 horse power.

Improved Design

The car will be three-quarters of a ton lighter than the former two-engined car which Major Segrave used, its weight being about 874 lbs. It is estimated, however, that its lighter weight will not make it

### WOMAN MOTORIST

HOPES TO RACE AGAINST CRACKS

HER AMBITION

Paris.—Mme. Janine Jennky, the French woman motorist, who attained a speed of 204 kilometres (about 128 miles) an hour at Arpajon recently, declares that she is going shortly to England to compete at Brooklands track against English women drivers.

She states that the ambition of her life is to compete against the famous British motorists, Captain Malcolm Campbell and Major Segrave, in the hope of attaining a speed of 400 kilometres (about 250 miles) an hour. "British United Press."

less safe, as the stream-lined body is so designed that wind pressure will keep the car on the ground. The ground clearance will be 7 inches for the old car, but the whole vehicle is hung lower.

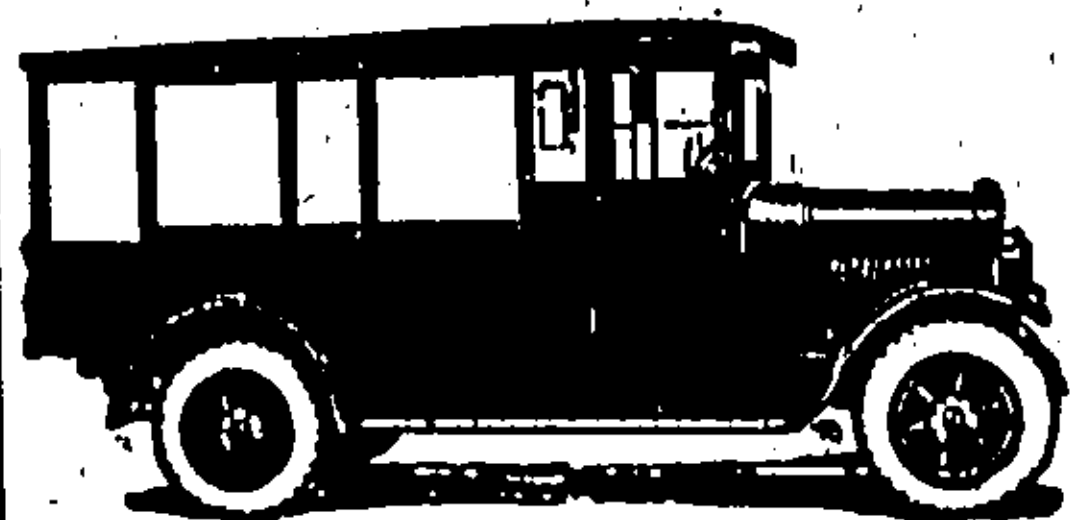
Major Segrave told me that in his opinion this car is 100 per cent. ahead of the last one in design.

"It is better stream-lined and smaller," he said. "In point of fact the last car with its two engines developed only 840 horse power and not 1,000, as popularly supposed. I am more than confident that as far as the car is concerned it will do all that is required."

In addition to the car, Major Segrave also gave me details of the new motor boat which he will take to Florida to attempt to capture the motor-boat speed record at the same time as the land record. This boat will be painted white and called "Miss England." The engine is similar to that in the car.

The motor-boat record is to be attempted within a week of the car record, and the estimated speed of the boat is 95 miles an hour, to beat the record of 90 miles an hour, which Britain last held this record seven years ago.



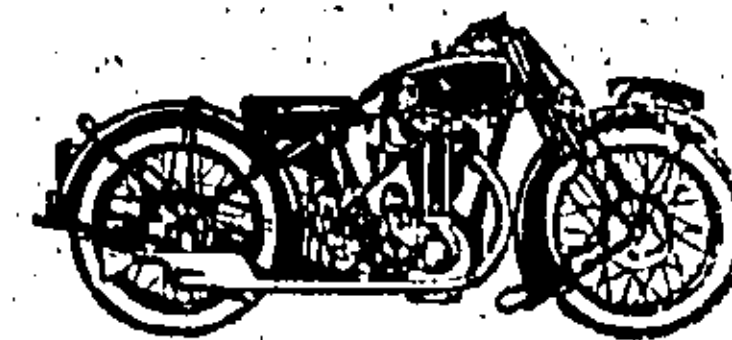


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1-7 1/2 Ton Capacity.  
Sole Agents:—  
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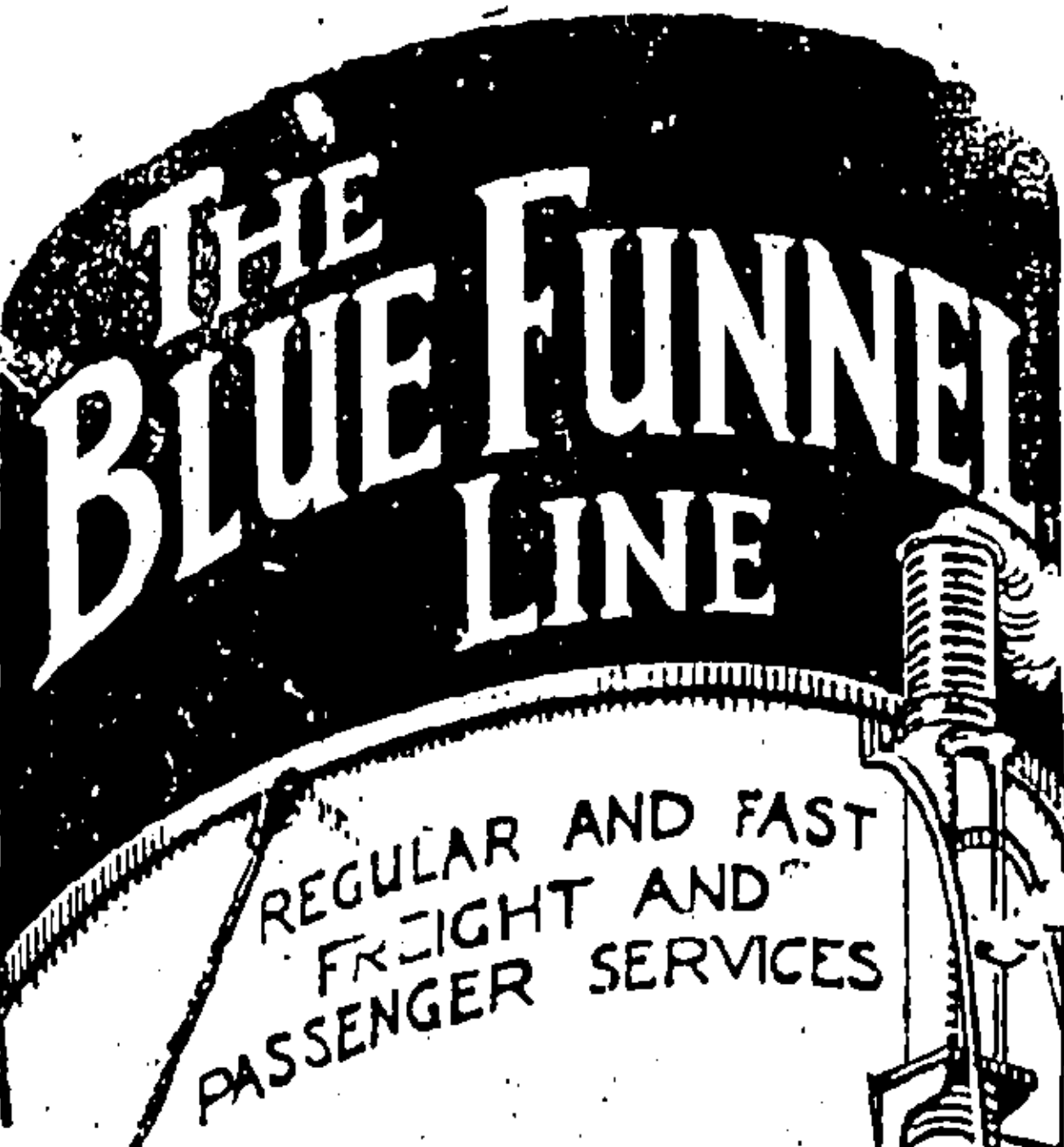
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HONG KONG, THURSDAY, NOVEMBER 15, 1923.



ROYAL ENFIELD  
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MOTOR CYCLES.

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"KOBÉ & YOKOHAMA" 17th Nov. Victoria, Vancouver & Seattle  
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"PERSEUS" Due 18th Nov. For Shanghai, Moji, Kobe & Yokohama  
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Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage (rates and information apply to—)

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## POST OFFICE NOTICE.

### XMAS-LETTER MAIL FOR GREAT BRITAIN.

Xmas Letter Mail via Marseilles for Great Britain will be closed in the G.P.O. at 1.30 p.m. on Tuesday, the 20th inst. per s.s. "Paul Lecat."

This mail is due in London on the 23rd December.

### INWARD MAILS.

| From                                                                               | Per                     | Day | Ship               |
|------------------------------------------------------------------------------------|-------------------------|-----|--------------------|
| Japan and Shanghai                                                                 | FRIDAY, NOVEMBER 16.    |     | Haruna Maru        |
| U.S.A., Honolulu, Japan, Shanghai & Europe via Siberia (London, 25th to 27th Oct.) | SATURDAY, NOVEMBER 17.  |     | President Garfield |
| Shanghai and Swatow                                                                | SUNDAY, NOVEMBER 18.    |     | Suiyang            |
| Europe via Negapatam (Lettres and papers London, 18th Oct.)                        | MONDAY, NOVEMBER 19.    |     | Takada             |
| U.S.A., Honolulu, Japan and Shanghai                                               | TUESDAY, NOVEMBER 20.   |     | President Grant    |
| Straits                                                                            |                         |     | Hosang             |
| Japan                                                                              | WEDNESDAY, NOVEMBER 21. |     | Mishima Maru       |
| U.S.A., Honolulu, Japan and Shanghai                                               |                         |     | Shinyo Maru        |
| Canada, U.S.A., Japan and Shanghai                                                 |                         |     | Empress of Canada  |

### OUTWARD MAILS.

| For                                                                                                                                                                                                                                                     | Per                    | Day | Ship               | Time      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----|--------------------|-----------|
| Saigon                                                                                                                                                                                                                                                  | THURSDAY, NOVEMBER 15. |     | Shunchih           | 3.30 p.m. |
| Swatow                                                                                                                                                                                                                                                  |                        |     | Yatsing            | 3.30 p.m. |
| Sam Shui and Wuchow                                                                                                                                                                                                                                     |                        |     | Kong Ning          | 4 p.m.    |
| Shanghai                                                                                                                                                                                                                                                |                        |     | Nanchang           | 4.30 p.m. |
| Haiphong                                                                                                                                                                                                                                                | FRIDAY, NOVEMBER 16.   |     | Tonkin             | 1.30 p.m. |
| Fort Bayard                                                                                                                                                                                                                                             |                        |     | Tai Poo Sek        | 1.30 p.m. |
| Swatow, Amoy and Foochow                                                                                                                                                                                                                                |                        |     | Hai Ning           | 2 p.m.    |
| Formosa                                                                                                                                                                                                                                                 |                        |     | Benlomond          | 3.30 p.m. |
| Haiphong                                                                                                                                                                                                                                                |                        |     | Compinas           | 5 p.m.    |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 16th Dec. K.P.O. Registration (Nov. 16) 4.30 p.m. Letters (Nov. 17) 9 a.m. G.P.O. Registration (Nov. 17) 9.30 a.m. Letters (Nov. 17) 9.30 a.m. |                        |     | Haruna Maru        |           |
| Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 18th Dec. Parcels 5 p.m. Registration (Nov. 17) 9.45 a.m. Letters (Nov. 17) 10.30 a.m.                                                                         |                        |     | Ixion              |           |
| Holhow, Pakhoi and Haiphong                                                                                                                                                                                                                             | SATURDAY, NOVEMBER 17. |     | Teau               | 10 a.m.   |
| Straits and Calcutta. Parcels noon. Letters 1 p.m.                                                                                                                                                                                                      |                        |     | Kumsang            | 5 p.m.    |
| Cebu                                                                                                                                                                                                                                                    |                        |     | Pyrrhus            | 5 p.m.    |
| Manila                                                                                                                                                                                                                                                  |                        |     | President Garfield | 5 p.m.    |
| Shanghai and Europe via Siberia                                                                                                                                                                                                                         | SUNDAY, NOVEMBER 18.   |     | Kanchow            | 6 p.m.    |
| Bangkok via Swatow                                                                                                                                                                                                                                      |                        |     | Klangau            | 9 a.m.    |

\*Correspondence bearing name of ship.

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## WHEN NAMES ARE WITHHELD

### A DANGER

COLOURED MEN WIN AN APPEAL AT HOME

PROTEST BY K.C.

London, Oct. 14.

"The view of this court is that in this case, without expressing any opinion in regard to the truth as between witnesses, there exists a reasonable doubt and this conviction ought not to stand."

Sir Robert Wallace, K.C., the Chairman at London Sessions, made this statement when he and his fellow-justices allowed the appeal of two Nigerian law students—Adetokimbo Ademola and Akimdayo Akerele—against a conviction and fine of 40s., at Marylebone Police Court for the alleged use of insulting behaviour. No order was made as to costs.

It was alleged that the two men spoke to Phyllis Evelyn Borton, of Westbourne Park Villas, in Queens-road, Bayswater, on the night of September 19 and that they also tried to take hold of her arms.

Said She Was Married

Cross-examined by Sir Henry Curtis-Bennett, K.C., Miss Borton said that she gave the name of Mrs. James Sinclair at the police court and said she was married, but she was not in fact married.

Sir Henry: Did you hear the Magistrate say that he was very sorry he must convict because it was inconceivable that any respectable woman could have behaved as it was alleged you did?—I did.

In further cross-examination she denied that she used bad language to the two men.

Both appellants in the witness-box denied that they spoke to Miss Borton. They said that she pushed between them as they were walking along, said something abusive, and spat at them. They were on their way home when they were arrested.

"A Dangerous Practice"

It was stated that both appellants were men of the highest character. Addressing the court, Sir Henry Curtis-Bennett referred to what he called the somewhat dangerous practice of not publishing names.

This woman was allowed at the police court to write down on a piece of paper what her husband was.

He agreed it was essential in blackmail cases that the name of a prosecutor should not be given, but in this sort of case it was of the highest importance that the tribunal should know who the person was.

That woman, he added, had given a false name and falsely described herself as a married woman.

## "AL." SMITH

FINAL ADVICE TO THE DEMOCRATS

New York, Yesterday.

While declaring that the Democratic Party would remain the great liberal party of America, "Al." Smith, in his final speech broadcast last evening, urged his followers to support Hoover's administration for the next four years.

He said that a vigorous and intelligent party in opposition was an invaluable service to the nation, but the opposition should arise from adherence to fundamental principles and not from a desire to embarrass the party in power.—Reuter's American Service.

## ETNA ERUPTION

160,000,000 LIRE THE ESTIMATED LOSS

Catania, Nov. 18.

It is estimated that the total losses, including devastated land, buildings, plant, roads, bridges and railways, as a result of the Mount Etna eruption amount to 160,000,000 lire.

Shanghai, Yesterday.—Three Chinese are appearing in the Provisional Court to-morrow, charged with the murder of Miss Dorothy Thompson, on Oct. 3, in Keeswick-road, when Miss Thompson was shot dead and Mr. Law, who was accompanying her, was severely wounded.—Reuter.

## BRITAIN AND "SAFEGUARDING"

### AN AMENDMENT

LABOUR LEADER AND "GOVERNMENT'S" OMISSION

A NEW TRIBUNAL

London, Yesterday.

In the House of Commons, during the resumed debate on the Address, Mr. P. Snowden (Labour) moved an amendment regretting the omission from the Address of any reference to the Government's policy of "safeguarding" especially in iron and steel.

Sir L. Worthington Evans (Secretary for War) announced that the permanent tribunal would be established, under the President of the Board of Trade, on the same lines as the tribunal under the Merchandise Marks Act.

Address Adopted

The House of Commons adopted the Address in reply to the King's speech and rejected Mr. Snowden's motion by 309 votes to 158.—Reuter.

## S.S. "VESTRIS"

(Continued from Page 1.)

Earlier Telegrams

New York, Yesterday.

A terse wireless description of his rescue of over a hundred survivors of the "Vestris" is given by Capt. Cummings of the "American Shipper." He says:—"Arrived radio position of 'Vestris' at 10.30 p.m. Monday and started search. Cruised about till 3.40 a.m. when the first flare was sighted. First boat came alongside at 4.05 a.m. We rescued five boats and all were aboard by 7.30 a.m.

We steamed through the wreck-

## FINE!

N. to N.E. winds, fresh, fine, is the forecast until noon to-morrow.

A depression is shown to the west of Nagasaki. An anti-cyclone has formed over China, now central over the lower part of the Yangtze valley.

A fresh monsoon along the S.E. coast of China and over the N. China Sea.

age and found a man and a woman in the water. We launched a boat and picked up two of the pluckiest people I have ever met—eighteen hours in the water. We steamed through and through the wreckage seeking for further survivors until noon, and then sailed for New York, leaving several naval vessels on the scene of the disaster.

Abandoned

Thirty hours after the skipper of the "Vestris" had ordered the vessel to be abandoned, over 100 passengers and crew, the majority being passengers, were still missing.

Any hope of further rescues lessens hourly. The American battleship reports having discovered the missing raft which apparently was broken up by the heavy seas. A number of corpses have been sighted.

British Crew

Apparently, there were no British passengers on board the foundered ship, but almost the entire crew was British.

The s.s. "Berlin" with 23 persons rescued is already on its way to New York, but the Navy Department has ordered the U.S.S. "Wyoming" and 9 coastguard vessels to continue to search the waters during the night for the 120 persons who are still missing.

Eight lifeboats and one make-shift raft left the s.s. "Vestris." The raft has been found smashed, and one of the life-boats capsized, though some of the occupants were later picked up.

Harrowing Tales

Details of the disaster are meagre owing to the requisitioning of all wireless facilities for rescue work, but a rescued man, who was found clinging to a piece of wreckage, said he saw a woman and two children, sitting on a broken portion of the

## BIRKENHEAD AND U. S. A.

### "PATRONAGE"

THE "CAPACITY FOR GIVING ADVICE"

"NOT SPECIALLY REQUIRED"

London, Yesterday.

"I have no grievance," declared Lord Birkenhead at the dinner held in his honour and given by the 1900 Club in the course of a personal statement on his leaving politics.

He explained that during the thirteen years he had been in the cabinet, he had suffered "a very great declination" of his private fortune. He therefore claimed the right to release himself from politics "for any period that I may think proper."

I am not leaving politics altogether. I hope to fight many more battles." Referring to Pres. Coolidge's speech on disarmament Lord Birkenhead thought that what underlay therein was the "spirit of patronage and a capacity for giving advice to Europe and England. As far as England is concerned, I am not sure that we specially require it. We never asked the United States, as far as I am aware to do anything for us."—Reuter.

## CAPT. OBREGON

RUNS AMOK IN MEXICO CITY

Mexico City, Yesterday.

Captain Obregon, uncle of the late General Obregon, appeared at the gates of the prison yesterday and obtained permission to see Toral, Obregon's murderer. He rushed into Toral's cell and whipped out a pistol, but was disarmed before he could shoot. He was then allowed to go but on his arrival home he shot himself dead.—Reuter's American Service.

Buenos Aires, Yesterday.—Forty-one were killed and 150 injured as a result of the cyclone in Cordoba, in the vicinity of Villa Maria.—Reuter's American Service.

raft, with the waves continually dashing over them.

Another passenger was picked by the s.s. "Berlin" after being 22 hours in the sea supported by a lifebelt.

Airship To The Rescue

There have been busy scenes at the Lakehurst hangar where the airship Los Angeles is being prepared to take the air. The mammoth dirigible is expected on the scene of the disaster during the course of the night.

Visibility, however, is very poor and very strong northerly winds are blowing.

Survivor's Story

The first "Vestris" survivor's story has been wirelessed to the Argentine Consulate in New York from the steamer "Berlin."

After leaving New York on Saturday the "Vestris" ran into a slight storm and a list developed which gradually increased to an angle of thirty degrees, making it very difficult to get out the boats. Some of the lifeboats were too crowded, and some of the occupants fell into the water as they were being lowered.

The Chief Engineer closed down all fires early on Monday, probably preventing the boilers from bursting, and the second steward heroically dived into the water and helped people.

The passengers behaved well, and many did not realise the gravity of the situation until they found themselves in the water. Senor Quiros, the Consul, considered that had the lifeboats been launched earlier it should have been possible to save every life.

122 Missing

The owners of the "Vestris" state that out of 323 aboard, 206 have been saved and 122 are missing. The missing include Captain William Carey and the wireless operator, Noel Laughlin.

It is noteworthy that the list of survivors does not include thirteen child passengers, and show a few cases of married couples saved together.

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